



National Capital Region

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Subject: George Washington Memorial Parkway – Southern Section Road Diet Traffic Operations Impact Analysis

1.0 Executive Summary

This study evaluates the traffic operation and safety impacts of reducing the number of travel lanes in the southern roadway section of the George Washington Memorial Parkway (GWMP), south of Interstate 495, at 10 intersections between Belle Haven Road and Stratford Lane. The study analyzed two concepts to be implemented at ten intersections along GWMP. Concept 1 maintains the four-lane cross section for each approach and converts the northbound left-lane into a left-turn only lane and the southbound right-lane into a right-turn only lane. Concept 3 reduced GWMP to a two-lane cross section that expands at each approach allowing for a left-turn pocket for the northbound approach and a right-turn pocket for the southbound approach.

The study team found that the traffic volumes follow a typical daily commuter travel pattern, with more vehicles traveling inbound (northbound traffic heading towards Alexandria and Washington D.C.) during the morning peak hour and more vehicles traveling outbound (southbound heading away from the Alexandria and Washington D.C.) during the evening peak hour.

Reducing the number of lanes on a roadway can improve safety, calm traffic, and enhance overall quality of life. If crosswalks are installed along the corridor for improved access to Mount Vernon Trail, the reduction in the number of travel lanes would also improve pedestrian and bicycle crossing safety by increasing visibility and reducing crossing distances.

The analysis indicates that intersection changes can be made at the ten intersections along GWMP that would help improve overall safety of the corridor. The optimal roadway configuration would apply Concept 1 to the northern intersections between Belle Haven Road and Morningside Lane, and Concept 3 to the southern intersections between Morningside Lane and Stratford Lane.

2.0 Background

GWMP is a scenic National Park Service (NPS) parkway that connects several important historic and recreational sites in Virginia, Washington D.C., and Maryland. This study looks at the traffic operations of a 6.5 mile segment of GWMP, from Belle Haven Road to Stratford Lane, located in Fairfax County, Virginia.

In April 2021, a traffic and safety context sensitive solutions assessment was completed for nine intersections in the southern section of GWMP, between Belle Haven Road and Stratford Lane. The assessment investigated traffic and operational issues at the intersections and developed preliminary concepts for improvements. In response, several striping and safety measures were implemented along the roadway, including a partial “road diet”, or lane reduction, between Tulane Dr and Stratford Ln. The partial road diet reduced the number of southbound travel lanes from two to one in the typical cross-section and at intersections where there was not a median present.

This study explores the impacts of a road diet that reduces the GWMP typical cross-section to two lanes, one through travel lane in each direction, with consideration for a turning lane. The results of this study will help inform the GWMP South Section and Mount Vernon Trail Improvements Plan/Environmental Assessment (EA) underway as part of the National Environmental Policy Act (NEPA) process.

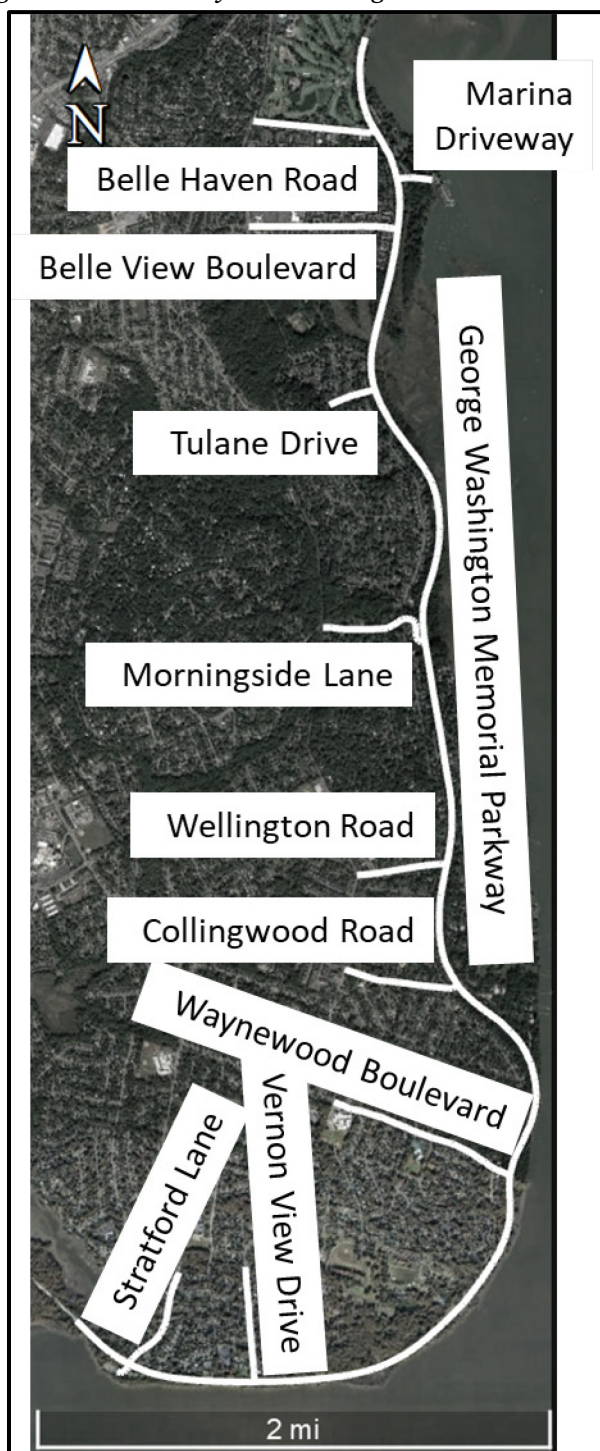
2.1 Study Area

The intersections evaluated for this study, shown in **Figure 1** include GWMP with:

- Belle Haven Road
- The Marina Driveway
- Belle View Boulevard
- Tulane Drive
- Morningside Lane
- Wellington Road
- Collingwood Road
- Waynewood Boulevard
- Vernon View Drive
- Stratford Lane

The speed limit along GWMP between Belle Haven Road and Tulane Drive is 35 miles per hour (mph). South of Tulane Drive, between Tulane Drive and Stratford Lane, the speed limit along GWMP is 45 mph. The typical cross-section between Belle Haven Road and Tulane Drive is 4 lanes (consisting of 2 northbound lanes and 2 southbound lanes). Between Tulane Drive and Stratford Lane, the typical cross-section is 3 lanes, consisting of 2 northbound lanes and 1 southbound lane, except for at intersections with medians. Nearly all intersections being evaluated for this study have northbound and southbound turn pockets for the vehicles turning off of GWMP onto the side streets. All intersections being evaluated for this study are side street stop controlled.

Figure 1. GWMP Study Area Existing Conditions Locus Map



2.2 Proposed Concepts

The existing intersection lane configurations were compared against three road diet intersection design concepts as shown in **Figure 2 through Figure 4**. These graphics show the concepts as applied to a typical intersection, which is a T-intersection where the minor street is the western leg and there is a median on GWMP.

- **Existing Conditions:** Has a typical 4-lane cross-section (2 northbound and 2 southbound lanes). In the northbound direction approaching each intersection, a left turn pocket is added with approximately 450 feet of storage. In the southbound direction approaching each intersection, a right turn pocket opens up with approximately 450 feet of storage.
- **Concept 1:** Proposes a 4-lane cross-section with 2 northbound and 2 southbound lanes. At a typical intersection, the inner-most parkway lane on the northbound approach becomes a left turn-only lane and the outer-most lane continues as a through lane. On the departures from the intersection, the 4-lane cross-section with 2 northbound and 2 southbound lanes continues.
- **Concept 3:** Proposes a 2-lane cross section with a left-turn pocket in the northbound direction and a right-turn pocket in the southbound direction. Additionally, each intersection include a median between the northbound and southbound travel lanes to allow side-street vehicles making a left-turn to make a two-stage maneuver (i.e. vehicles can cross one direction of traffic and then stop and wait in the median to have space to complete their turn).
 - **Concept 2:** Was developed originally as its own concept, but later reconsidered as a sub-option under Concept 3. This concept proposed the same configuration as Concept 3, except on the northbound departure leg, a short acceleration pocket was provided for vehicles turning left from the minor street onto the parkway before merging into 1 northbound travel lane.

Figure 2. Existing Roadway Configuration (Developed by NPS)

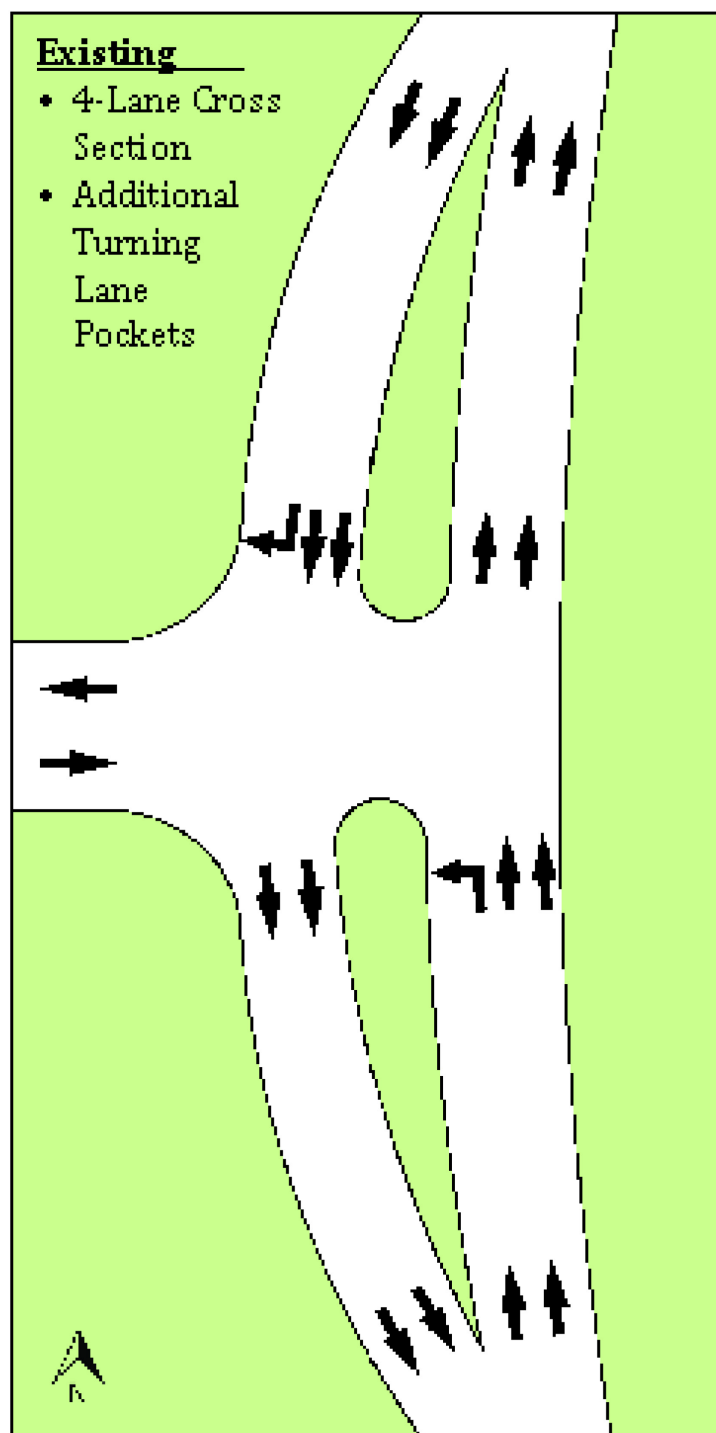


Figure 3. Road Diet Concept 1 Applied to a Typical Intersection (Developed by NPS)

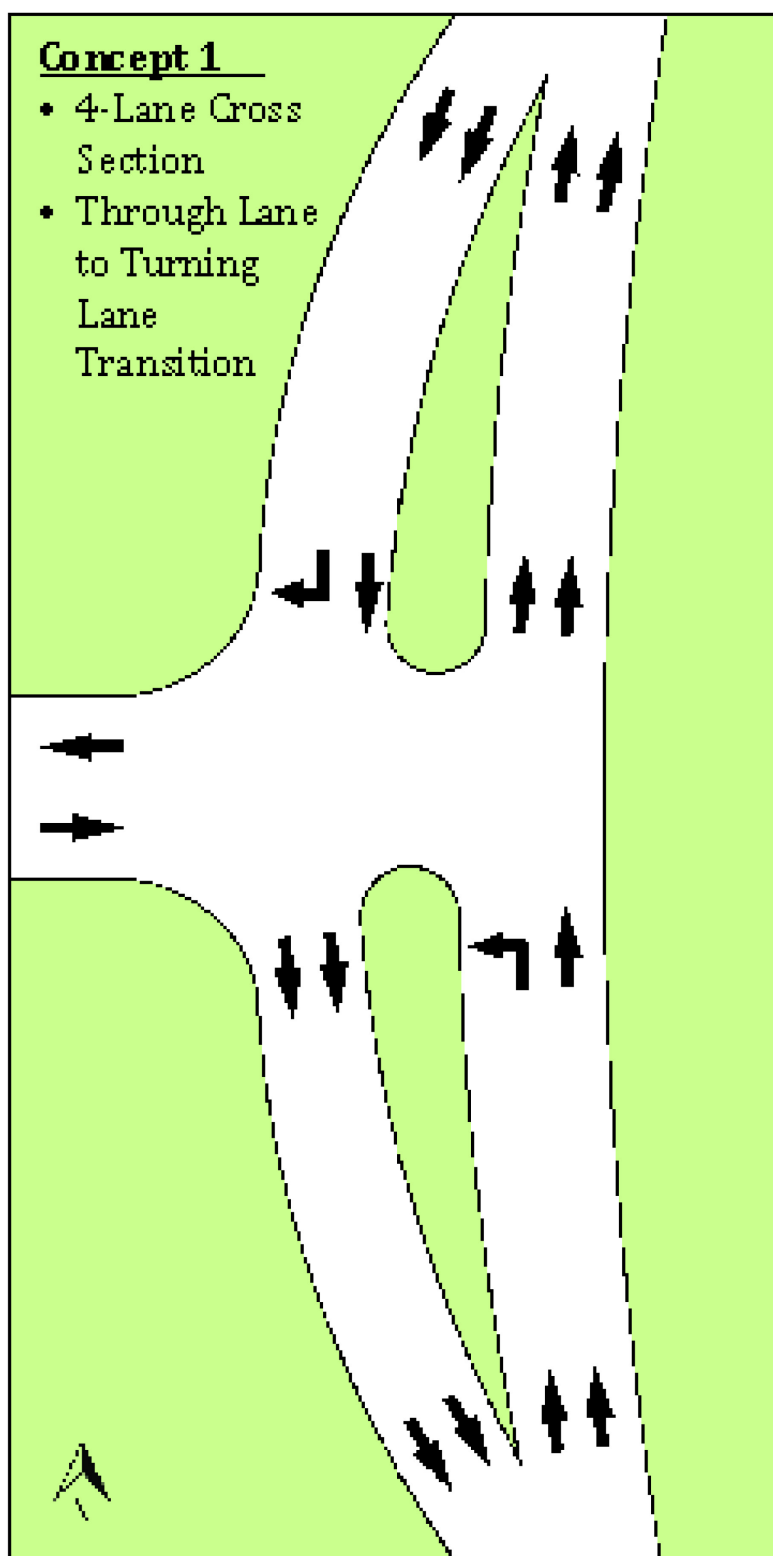
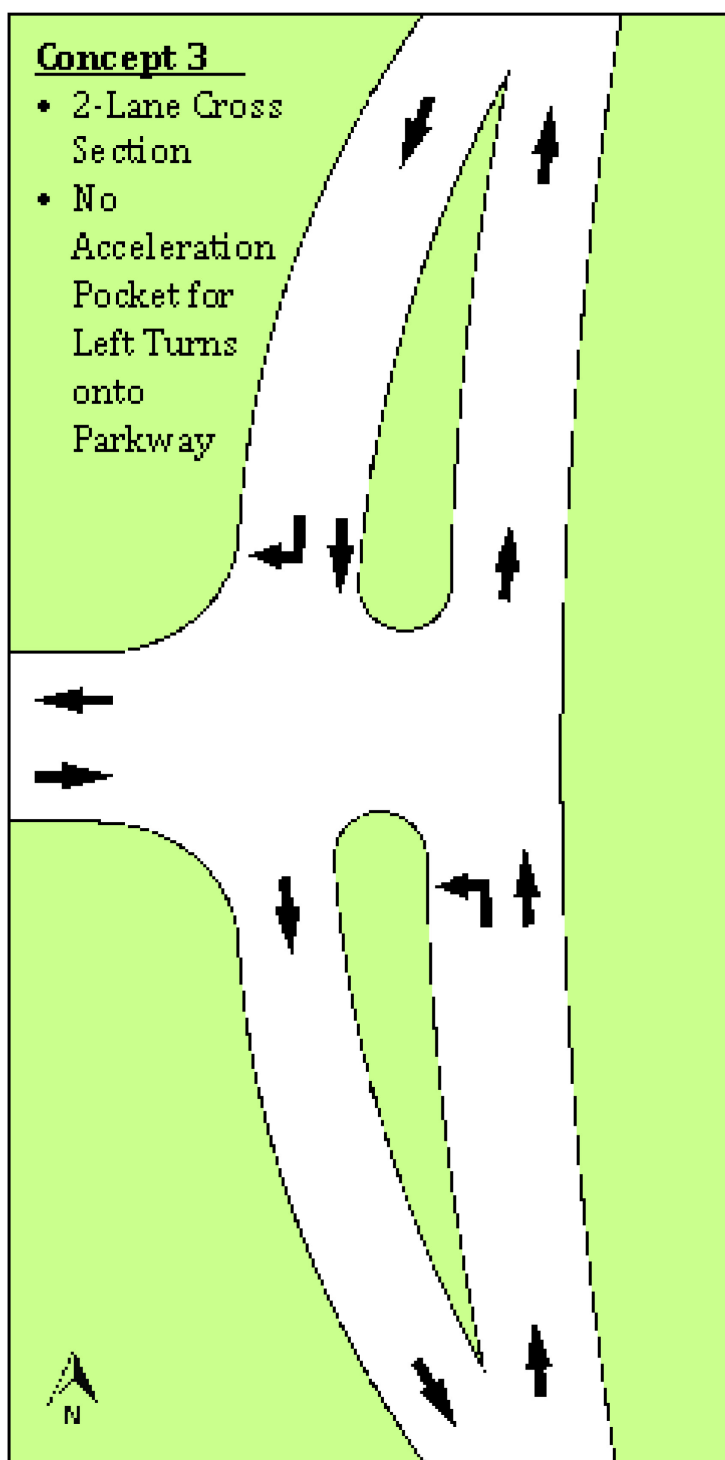


Figure 4. Road Diet Concept 3 Applied to a Typical Intersection (Developed by NPS)



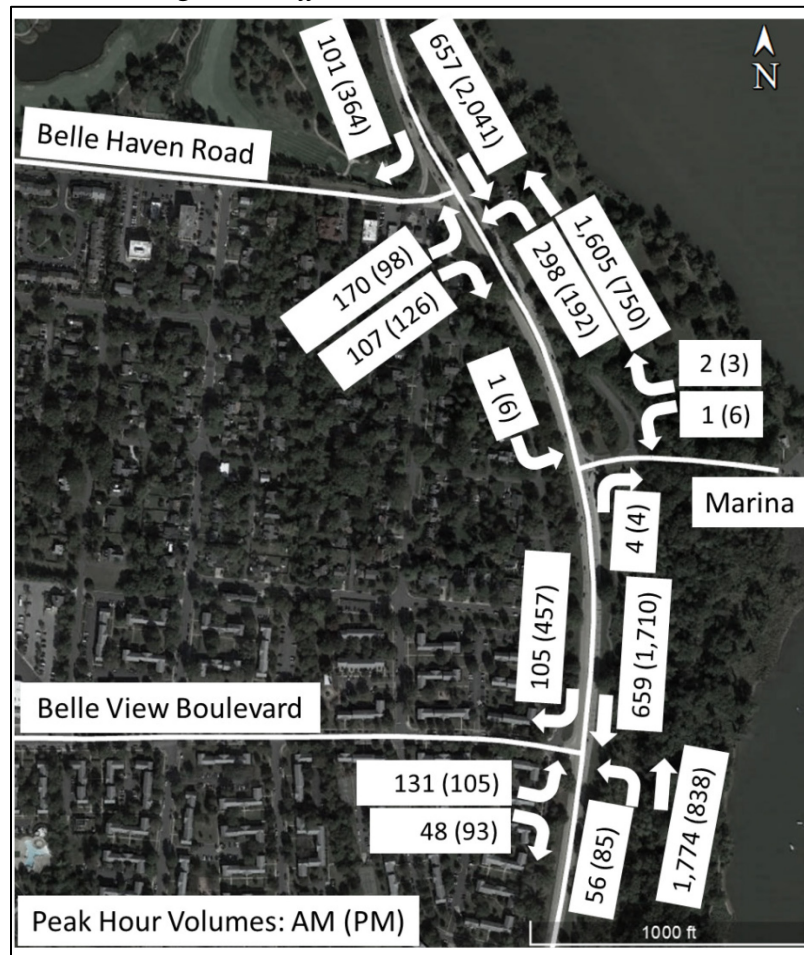
3.0 Data Collection

Historic traffic volumes and speed data along GWMP were compiled for the analysis.

3.1 Volume Data

The traffic counts used in this study were collected on June 12th, 2019, a Wednesday while school was still in session. These field-collected counts at the intersections in the study corridor were obtained from the April 2021 George Washington Memorial Parkway Traffic and Safety Context Sensitive Solutions Assessment, available in **Attachment A**. The turning movement counts into and out of the marina were generated using the ITE Trip Generation Manual, and proportionally assigned the entering and exiting vehicles based on the existing June 2019 counts. The weekday a.m. and p.m. peak hour traffic volumes were balanced and modeled in Synchro and SimTraffic. For visual clarity, a portion of the balanced traffic volumes are presented in **Figure 5**. The volumes along GWMP in **Figure 5** are the highest in the study area and show that highest northbound traffic volumes occur during the morning peak hour and the highest southbound traffic volumes occur during the evening peak hour.

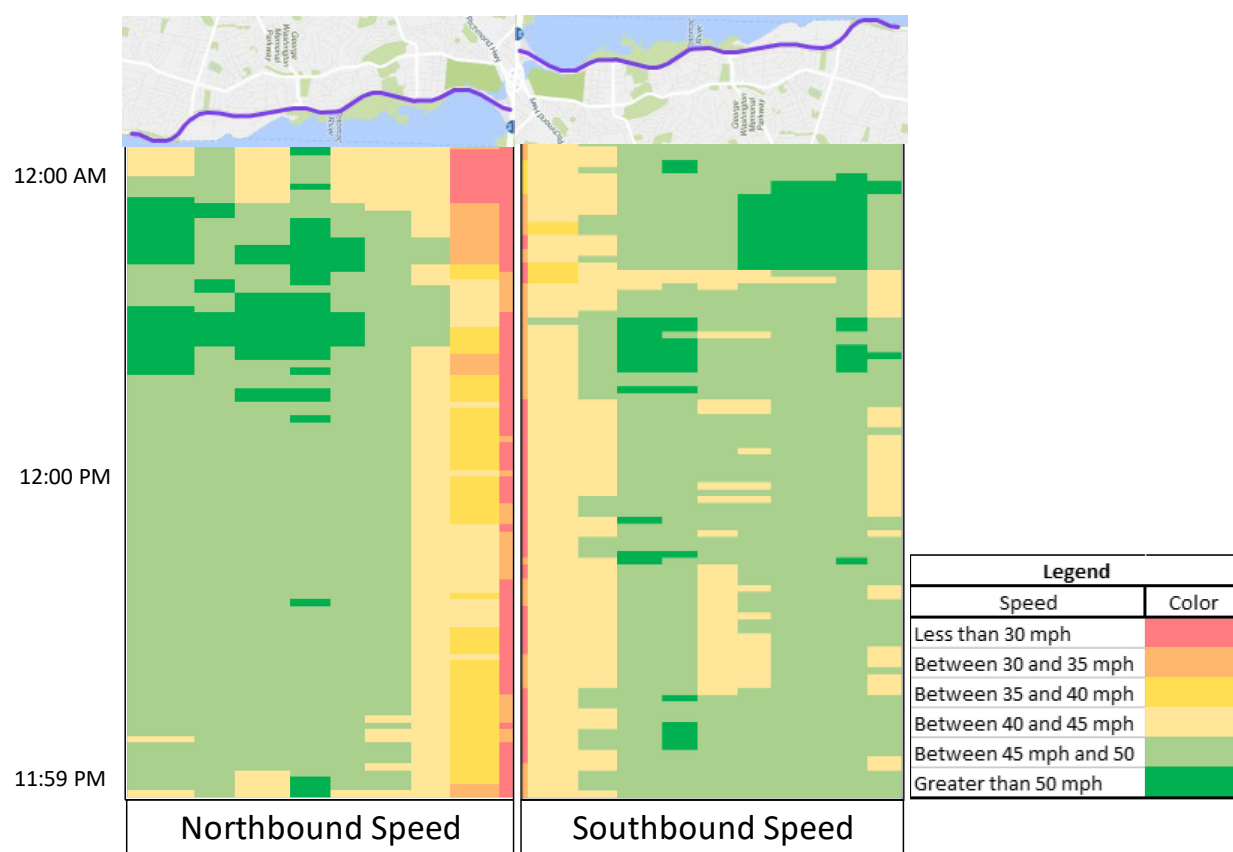
Figure 5. Traffic Volumes AM (PM) Peak Hour



3.2 Speed Data

Historic speed data along the study corridor was collected to find any existing bottlenecks. The speeds are also used to determine the existing free-flow speed, a key model parameter. The historic daily speeds on Tuesday, Wednesday, and Thursday were collected and averaged for June 2019 using the Inrix dataset, downloaded from the RITIS platform. Inrix contains data from a fleet of anonymous probe vehicles that generate speed and travel time data aggregated in 5-minute, 15-minute, and hourly increments. The data is available across the National Highway System (NHS), and the primary study corridor is within the NHS. These daily average speeds are shown in Figure 6.

Figure 6. June 2019 Average Vehicle Speeds (mph)



As seen in Figure 6 the speeds along the corridor, moving left to right, are fairly consistent throughout the day, moving from top to bottom. The speeds indicate:

- The free-flow vehicle speed through the study area is around 45 mph.
- The speed through the study corridor does not significantly change throughout the day because there are not any existing bottlenecks in the study area.

- The primary northbound bottleneck occurs north of the study area, at the traffic signal near I-495.
- The primary southbound bottleneck occurs south of the study area, at the lane reduction south of Tulane Drive. At this location, the average evening peak hour travel speed drops from 45 to 50 mph to 40 to 45 mph. Note that speed data from June 2022 was also collected and analyzed to validate this speed reduction.

4.0 Traffic Operations Analysis

The traffic operations analysis uses delay and level of service (LOS) calculations at each of the intersections to compare the impacts of changing the GWMP cross-section. LOS and delay at unsignalized intersections were calculated using Synchro and SimTraffic.

Table 1 provides an excerpt from the Highway Capacity Manual detailing the correlation between delay and LOS. LOS A defines the most favorable condition, with minimum traffic delay while LOS F represents the worst condition, with significant traffic delay.

Table 1. HCM Level of Service Criteria

Level of Service	Average Stopped Delay (sec./veh.) Unsignalized Intersection
A	≤10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Source: Highway Capacity Manual, 6th Edition

In addition to delay and LOS, the vehicular queues are calculated to further quantify traffic operations at intersections. The 50th and 95th percentile queue, measured in feet, denotes the median and maximum extent of the vehicle queue (to the last stopped vehicle) upstream from the stop line. This queue occurs five percent, or less, of the time during the peak hour, and typically does not develop during off-peak hours. Since volumes fluctuate throughout the hour, the 95th percentile queue represents what can be considered a “worst case” condition. Queues at an intersection are generally below the 95th percentile length throughout most of the peak hour. It is also unlikely that 95th percentile queues for each approach to an intersection occur simultaneously. The queue lengths in SimTraffic are represented as average and 95th percentile. The 95th percentile queue is a calculation of 1.65 standard deviations from the average. The queue length is an important output to understand how often a queue backs up to an adjacent intersection or exceeds the available storage of a turning lane. If the average queue length exceeds the available storage, that could indicate that vehicles block the adjacent

intersection and could cause gridlock at those adjacent intersections. If the 95th percentile queue length is similar to the average queue length, it indicates that queue lengths are consistent throughout the entire peak period.

4.1 Calibration of Traffic Model

Calibration of the traffic model is a necessary step to model the real world as best as possible. **Table 2** shows the calibrated elements to model the observed behavior as best as possible. The calibration factors used for this study were taken from the models provided by NPS.

Table 2. Synchro and SimTraffic Calibration Factors

Adjustment Factor	Notes
Lane widths	Based on supplied Synchro file and google maps measurements
Area type	Central business district
Peak hour factor	Based on traffic data, default to 0.92 when unavailable
Heavy vehicle percentage	Based on traffic data, default to 2% when unavailable
Speed	Based on the speed limit and speed data
Enter blocked intersection	Yes, for free movements at unsignalized intersections
Turning speed	Estimated based on ramp radius

4.2 Operations Analysis Summary

The summary tables comparing the morning and evening operations analysis for the Existing Condition, Concept 1, and Concept 3 are shown in **Table 3** and **Table 4** (in **Attachment B**) and in **Figure 7** through **Figure 10**. Note that the vehicle demand at each approach is also presented to show the number of vehicles that experience the presented delay and that the queue lengths in **Table 4** assume a standard average vehicle length of 20 feet.

The delay (in seconds per vehicle) and queue lengths (in number of vehicles) were calculated using SimTraffic. When evaluating the proposed Concepts, the LOS for each intersection movement should generally remain the same or improve compared to the existing conditions. However, with a LOS D or better is considered acceptable, small impacts to the movement operations can be accepted for the improvement of the overall intersection operations. Note that the overall intersection delay and LOS are calculated as the average side-street delay so the free-flowing mainline does not mask the traffic impacts. The full SimTraffic results are available in **Attachment C**.

Figure 7. AM Existing and Concept 1 Level of Service Diagrams

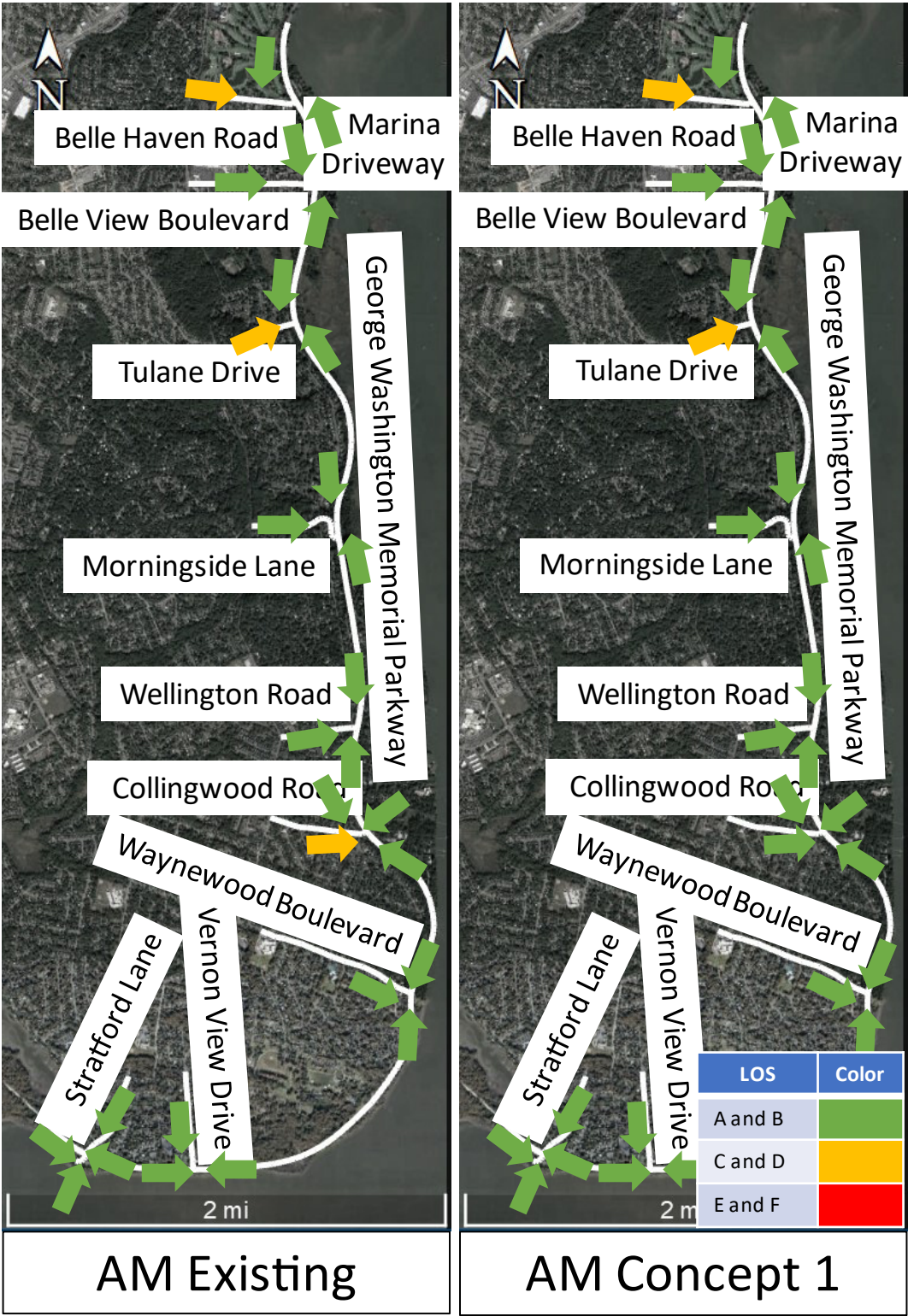


Figure 8. AM Existing and Concept 3 Level of Service Diagrams

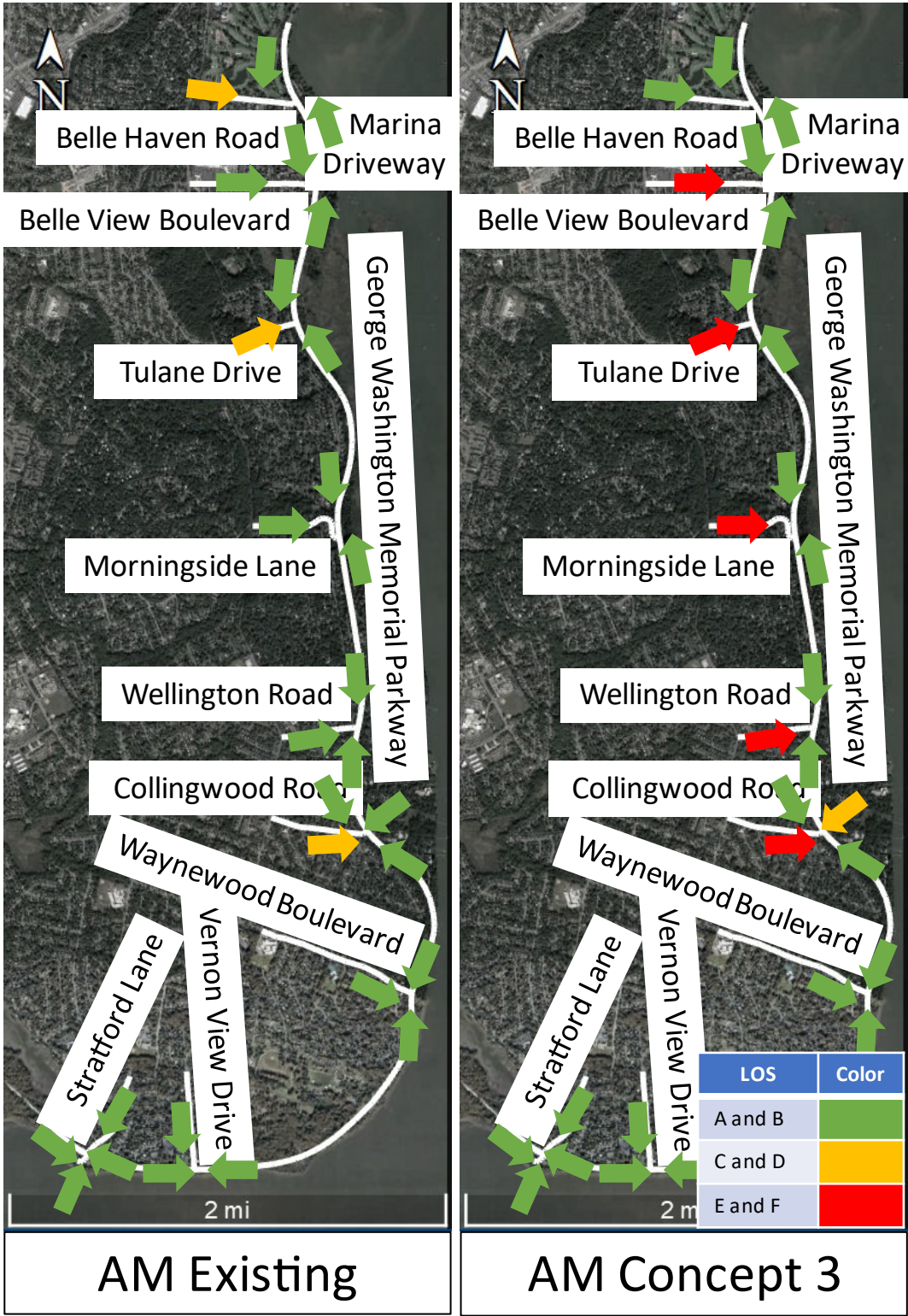


Figure 9. PM Existing and Concept 1 Level of Service Diagrams

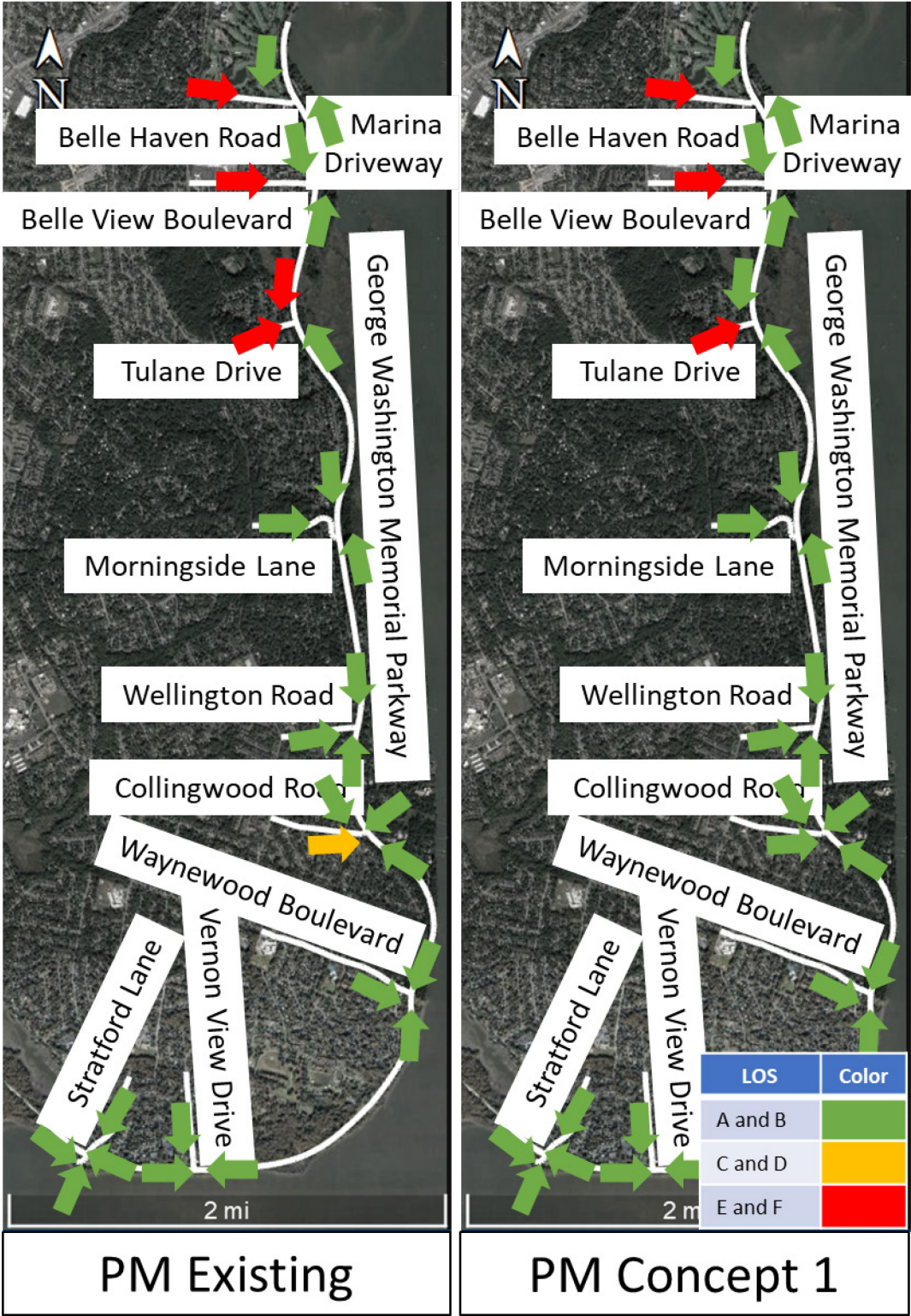
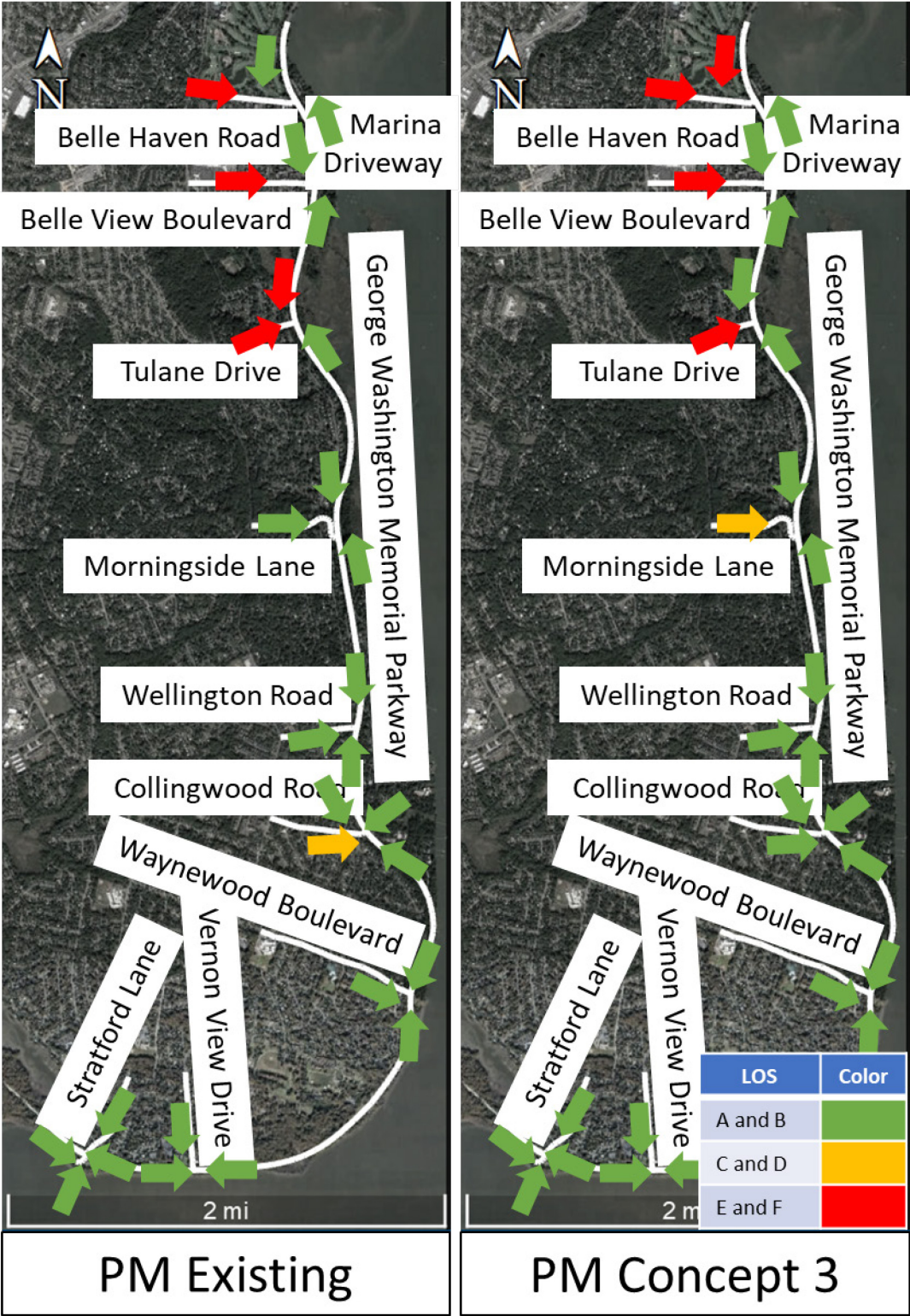


Figure 10. PM Existing and Concept 3 Level of Service Diagrams



4.3 Concept Analysis

4.3.1 Existing Condition

The traffic analysis indicates that, in the Existing Condition, the traffic along the GWMP typically operates at a LOS A. Key findings from the analysis include:

- The northbound left movement at Belle Haven Road operates at a LOS F during the evening peak hour because the relatively high southbound volumes (over 2,000 vehicles per hour) minimize the gaps between vehicles which makes it challenging for the left-turning vehicles to cross the GWMP. This delay can create a queue that spills past the end of the turn pocket, creating a queue onto GWMP.
- At Belle Haven Road, Belle View Boulevard, and Tulane Drive during the evening peak hour, the eastbound side streets operate at a LOS F because the vehicles cannot find acceptable gaps to turn onto GWMP. During the morning peak hour, the Belle Haven Road and Tulane Drive side streets operate at a LOS F while the Belle View Boulevard side street operates at a LOS D.
- All intersection movements south of Tulane Drive all operate at a LOS D or better during the morning and evening peak hours due to the lower traffic volumes in this part of the study corridor.

4.3.2 Concept 1

The analysis indicates that, in Concept 1, the traffic along the GWMP typically operates at a LOS A, like the Existing Condition. Key findings from the analysis include:

- The northbound left movement at Belle Haven Road operates at a LOS F during the evening peak hour like the Existing Condition but, the delay is reduced, showing an improvement to the traffic operations.
- At Belle Haven Road during the morning peak hour, the side-street delay is reduced from over 300 seconds in the Existing Condition to 35 seconds because the eastbound-left vehicles (turning northbound onto GWMP) are turning into a dedicated northbound lane on GWMP, reducing the number of conflicting vehicles, making the turn easier. During the evening peak hour, the side-street is similar to the Existing conditions at the intersections of Belle Haven Road because the number of southbound conflicting vehicles makes it challenging for the left-turning vehicles to cross the GWMP.
- At Belle View Boulevard during the morning peak hour, the side street delay is reduced from 31 seconds in the Existing Condition to 6 seconds because of the dedicated northbound lane on GWMP.

- The northbound delay along GWMP at Belle View Boulevard does increase from 0 to 1 second compared to the Existing Condition but still operates at a LOS A. While the delay is small, the slight increase indicates that the traffic operations are beginning to break down.
- The northbound left movement at Belle View Boulevard and Tulane Drive degrades during the evening peak hour because the southbound through traffic volume (around 1,700 vehicles per hour) in a single lane makes it challenging to find acceptable gaps to cross GWMP.
- The traffic operations movements south of Tulane Drive are similar to the Existing Condition operations, with only a few movements experiencing a change in LOS. All movements, even the ones that had a change in LOS, still operate at a LOS D or better during the morning and evening peak hours.

4.3.3 Concept 3

The analysis indicates that some of the traffic movements along the GWMP begins to worsen compared to the Existing Condition, operating between a LOS A and F, particularly at the northern intersections. Key findings from the analysis include:

- During the evening peak hour, a bottleneck is created in the southbound direction at the lane merge between Belle Haven Drive and the Marina Driveway. This bottleneck creates 95 seconds of delay and an average queue that is 27 vehicles long. The bottleneck queue spills back through the Belle Haven Road intersection, creating over 300 seconds of delay for the southbound vehicles and an average queue that is over 120 vehicles long.
- At Belle Haven Road during the morning peak hour, the side-street delay is reduced from over 300 seconds in the Existing Condition to 15 seconds and remains at 300 seconds during the evening peak hour.
- At Belle View Boulevard during the morning peak hour, the side-street operations degrade during the morning peak hour from a LOS D with 31 seconds of delay to a LOS F with over 300 seconds of delay.
- During the evening peak hour at Belle Haven Road, the southbound delay degrades to a LOS F compared to a LOS A in the Existing Condition because the bottleneck between Belle Haven Drive and the Marina Driveway creates a queue that spills back past the Belle Haven Road intersection. Because this bottleneck is metering the southbound traffic, the northbound left delay improves because there are fewer conflicting vehicles.
- At Tulane Drive during the evening peak the side street operations improve from a LOS F with over 300 seconds of delay in the Existing Condition to a LOS E with

41 seconds of delay because the bottleneck between Belle Haven Drive and the Marina Driveway meters traffic, reducing the number of conflicting vehicles, making the turn onto GWMP easier.

- The Belle Haven Road and Marina Driveway bottleneck masks the impacts of the lane merge bottleneck between Tulane Drive and Morningside Lane, improving the Tulane southbound evening peak hour operations from a LOS F to a LOS A.
- At Morningside Lane, during both the morning and evening peak hours, the side-street operations have more delay compared to the Existing Condition and Concepts 1.
- South of Morningside Lane, the side-street delays degrade compared to the Existing Condition but, because there are fewer conflicting vehicles along GWMP in this part of the study area, the side streets generally operate at a LOS D or better. Operations for the side streets would be improved if a short acceleration pocket was provided for vehicles turning left from the minor street onto the parkway before merging.

4.4 Analysis Findings

The traffic operations analysis indicates that a combination of Concept 1 and Concept 3, referenced as Concept 1 + 3, will provide the optimal balance of maximizing the safety improvements and minimizing the operational impacts. The geometric changes evaluated include:

- In the northbound direction, Concept 1 (a 4-lane cross section) is applied between Belle Haven Road and Morningside Lane. Concept 3 (a 2-lane cross-section) is applied between Morningside Lane and Stratford Lane.
- In the southbound direction, Concept 1 is applied between Belle Haven Road and Tulane Drive. Concept 3 is applied between Tulane Drive and Stratford Lane.

Additional analysis findings for the Concept 1 + 3 alternative include:

- Concept 1, which has a 4-lane cross-section, will help improve the side-street traffic operations and have minimal impact on the operations along GWMP compared to the Existing Condition during the morning and evening peak hours.
- Concept 3, which has a 2-lane cross-section, could cause delay for side-street operations but could be mitigated by an acceleration lane for vehicles turning left from the minor street.
- Concept 1 + 3 shows that a 4-lane cross section is needed between Tulane Drive and Belle Haven Road to process the northbound and southbound traffic during the morning and evening peak hours. Between Tulane Drive and Morningside

Lane, 1 southbound lane and 2 northbound lanes should be kept. South of Morningside Lane, the cross-section can be reduced to 1 northbound and 1 southbound lane with minimal impacts on traffic operations.

- Both concepts consistently provide one through lane along GWMP. At intersections north of Morningside Lane Concept 3 with one general travel lane and a left turn pocket may create additional delay along GWMP compared to the Existing Conditions or Concept 1, with two general travel lanes, the left-most turning into a left-turn pocket. Seen at the intersection of Belle View Boulevard in Concept 1, the delay increases from 0 to 1 seconds during the morning peak hour indicating that the traffic is beginning to slow down.
- The vehicle demand through the study area is not expected to change if changes are made to the study corridor that have little impact on the GWMP operations, like implementing Concept 1 or Concept 1 + 3.
- However, if changes are made that impact operations along GWMP, as shown north of Tulane Drive in the operational results for Concept 3, which creates multiple minutes of delay with the lane merges, vehicle demand may shift to parallel corridors, so the drivers avoid this congestion.

5.0 Safety Evaluation

A literature scan was conducted to evaluate the expected safety impacts of the proposed Concept designs and a road diet. The Concept design literature scan found that there is little documentation about the safety performance of intersections similar to Concept 1.^{1,2} However, one study conducted in Florida noted that, if a continuous green T (CGT) intersection (an alternative intersection type similar to the proposed Concept 1) is installed, physical separation between the acceleration lane for the merging vehicles and the CGT through lane should be provided (like the proposed bollards) because they help minimize the number of crashes.³

¹ Ziatkovic and Kergaye, *Development of Crash Modification Factors for Continuous Flow Intersections*, https://www.researchgate.net/publication/327915966_Development_of_Crash_Modification_Factors_for_Continuous_Flow_Intersections

² Wood and Donnell, *Safety Evaluation of Continuous Green T Intersections: A Propensity Scores-genetic Matching-potential Outcomes Approach*, https://www.cmfclearinghouse.org/study_detail.cfm?stid=477

³ Lee, *Safety Implications of Converting Continuous Green T-Intersections Back to Conventional T-Intersections*, https://www.cmfclearinghouse.org/study_detail.cfm?stid=616

The road diet literature scan found that road diets can improve safety, calm traffic, provide better mobility and access for all road users, and enhance the overall quality of life.⁴ Road diet benefits can include:⁵

- Reducing the number of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reducing the number of right-angle crashes as side street motorists cross three versus four travel lanes.
- Reducing the number of lanes pedestrians and bicyclists need to cross the road.
- Creating the opportunity to redesignate a vehicle travel lane as a pedestrian refuge island, bicycle lane, on-street parking, or transit stop.
- Calming traffic (i.e. reducing vehicle speeds)
- Encouraging more consistent vehicle speeds.
- Creating a more community-focused, Complete Streets environment that better accommodates the needs of all road users.

6.0 Conclusion

The analysis indicates that intersection changes can be made at the ten intersections along GWMP that would help improve overall safety of the corridor. Proposed Concept 1, which has a 4-lane cross-section, will help improve the side-street traffic operations and have minimal impact on the operations along GWMP compared to the Existing Condition. Proposed road diet Concept 3 will have a mixture of impacts on the side-street operations that could be mitigated by an acceleration lane for vehicles turning left from the minor street. Proposed Concept 1 + 3 offers a combined benefit to reduce the number of travel lanes where possible and prioritize safety improvements at the intersections that operate with acceptable traffic operation. This lane reduction includes:

- A 4-lane cross-section between Tulane Drive and Belle Haven Road.
- A 3-lane cross-section between Tulane Drive and Morningside Lane, consisting of 1 southbound lane and 2 northbound lanes.
- A 2-lane cross-section south of Morningside Lane.

⁴ U.S. Department of Transportation, *Proven Safety Countermeasures Road Diets (Roadway Configuration)*, https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-08/18_Road%20Diets_508.pdf

⁵ U.S. Department of Transportation, *Evaluation of Lane Reduction "Road Diet" Measures on Crashes*, <https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-configuration#:~:text=A%20Road%20Diet%2C%20or%20roadway,enhance%20overall%20quality%20of%20life.>

The safety analysis indicates that implementing Concepts 1, 3, or 1+3 will offer safety benefits for both pedestrians and vehicles.

Attachment A

2019 Traffic Counts

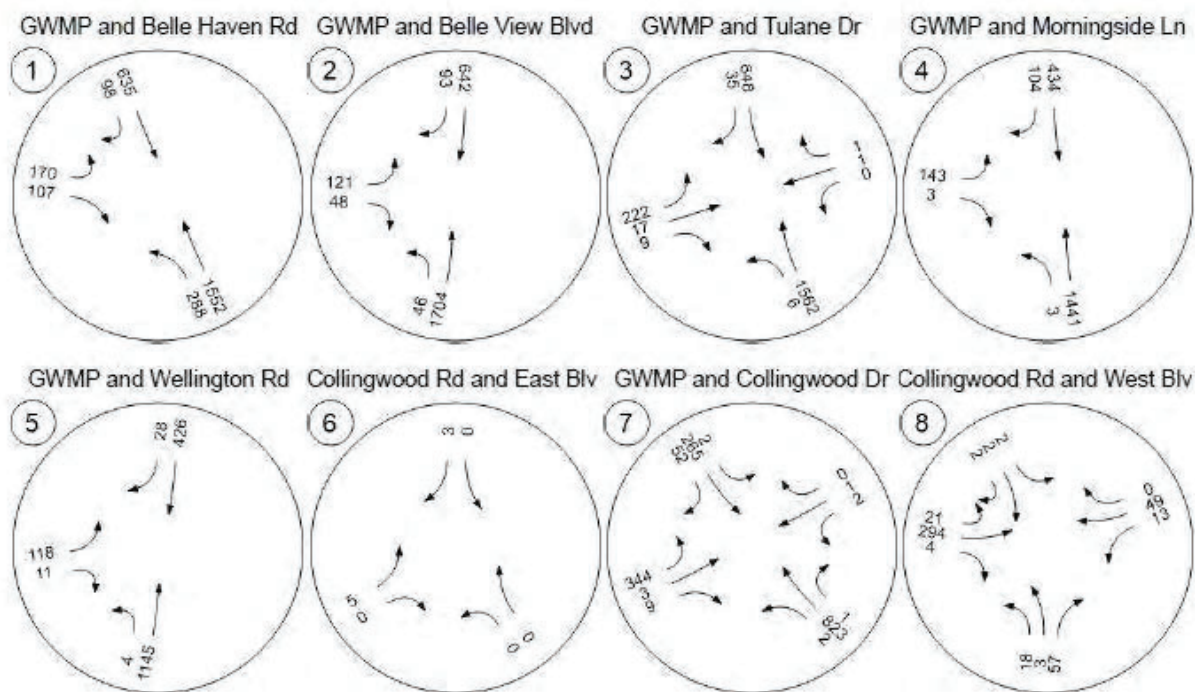
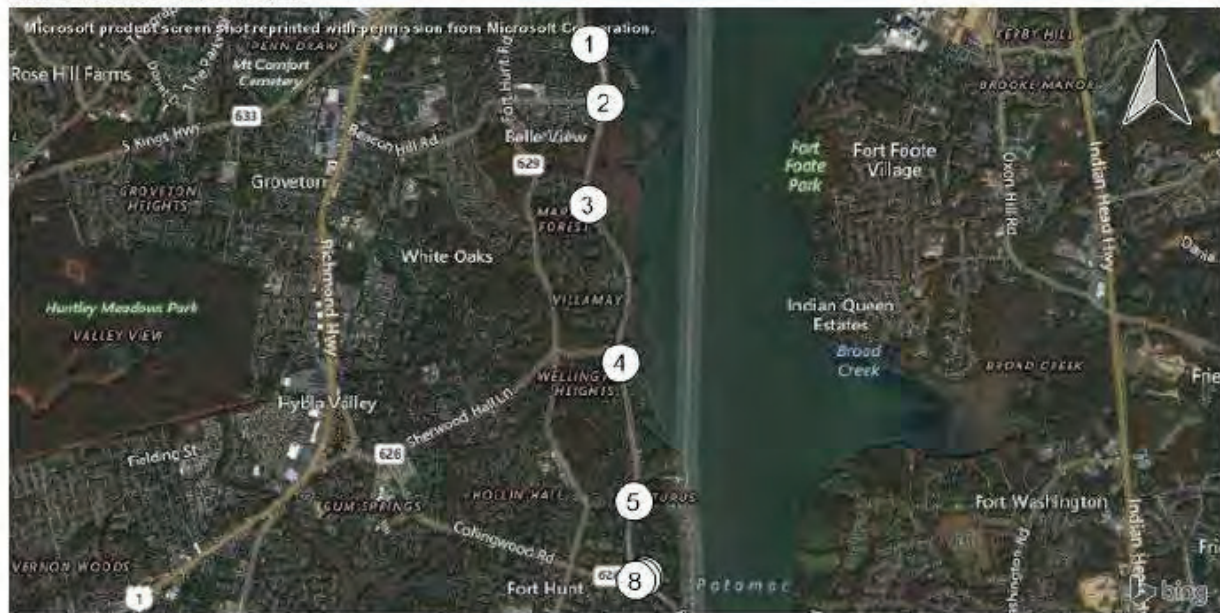


Figure B.1: AM Peak Traffic Volumes for Intersections North of Collingwood Road

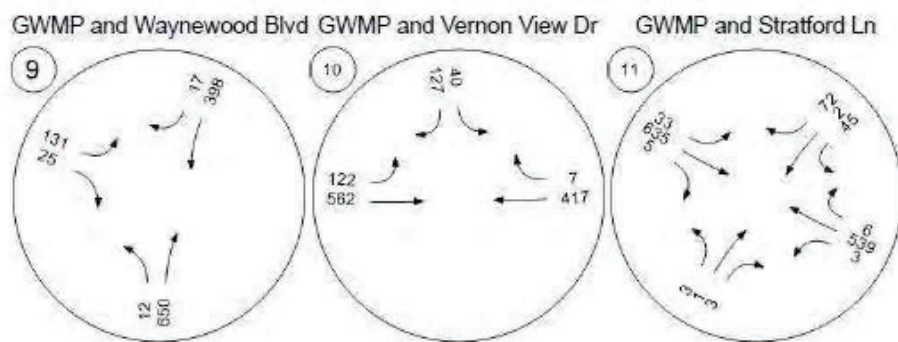
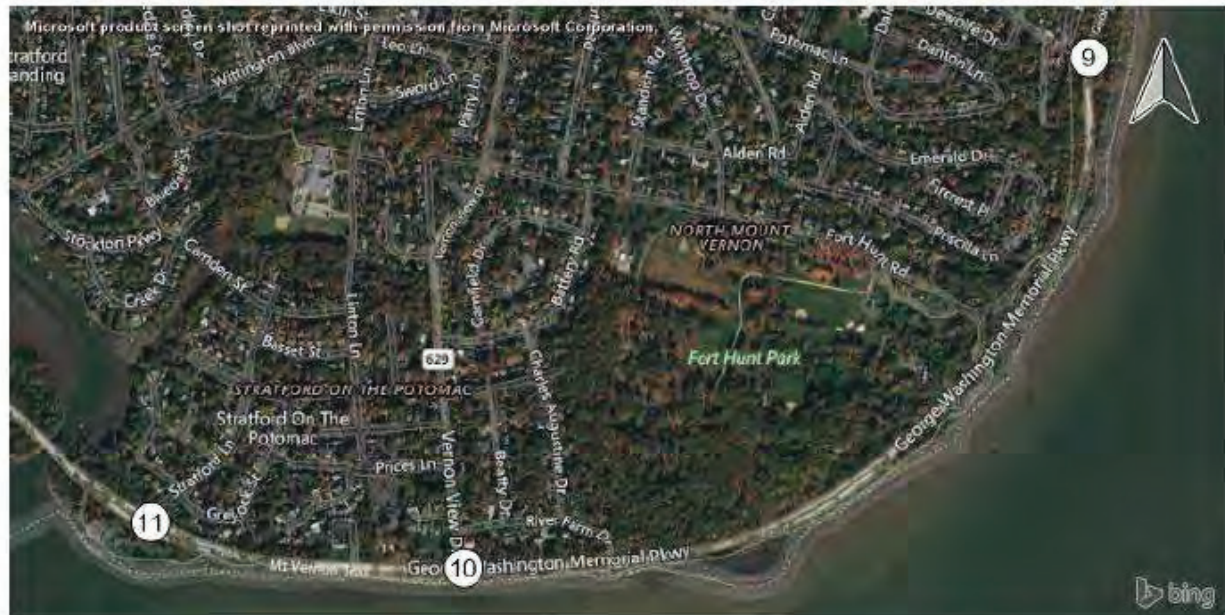


Figure B.2: AM Peak Traffic Volumes for Intersections South of Collingwood Road

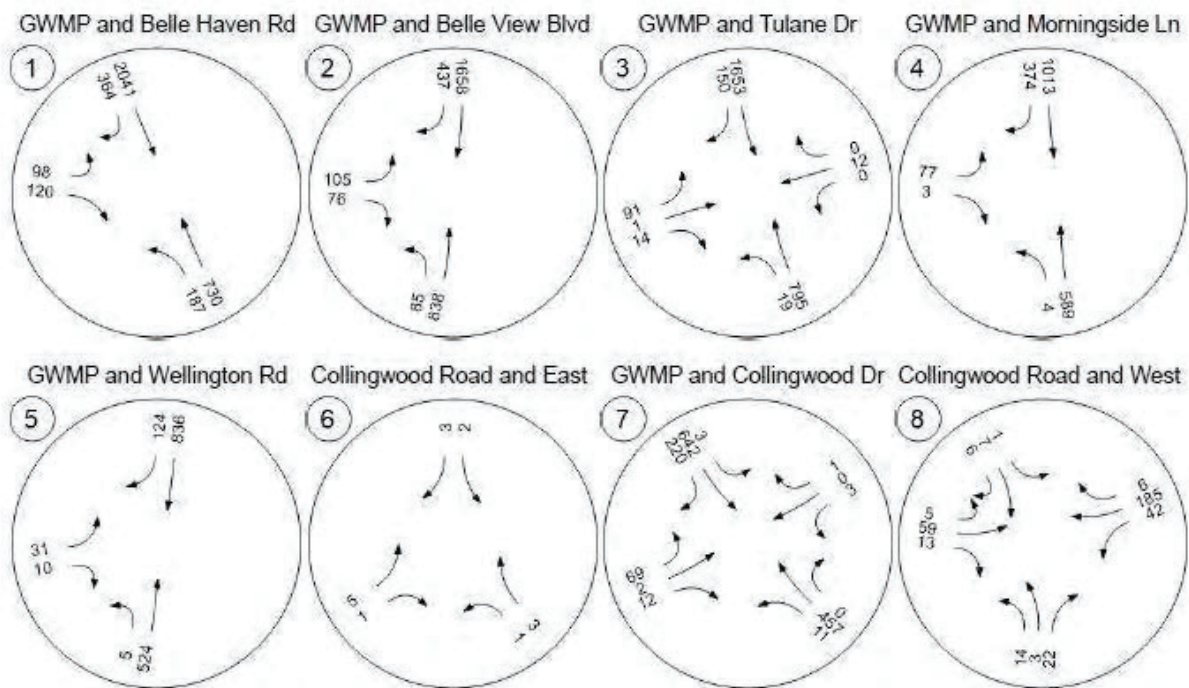


Figure B.3: PM Peak Traffic Volumes for Intersections North of Collingwood Road

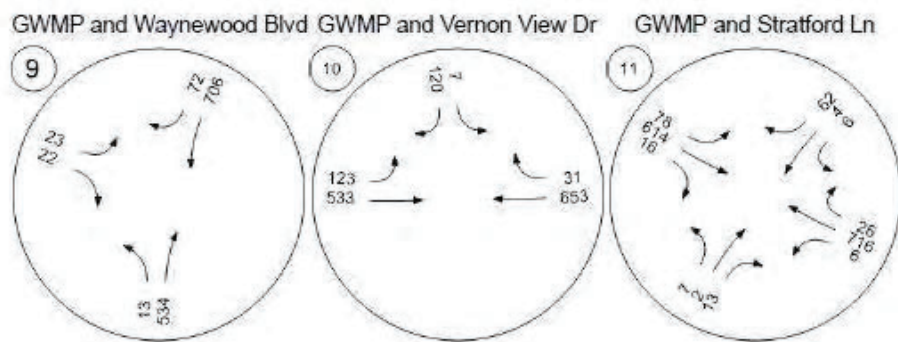
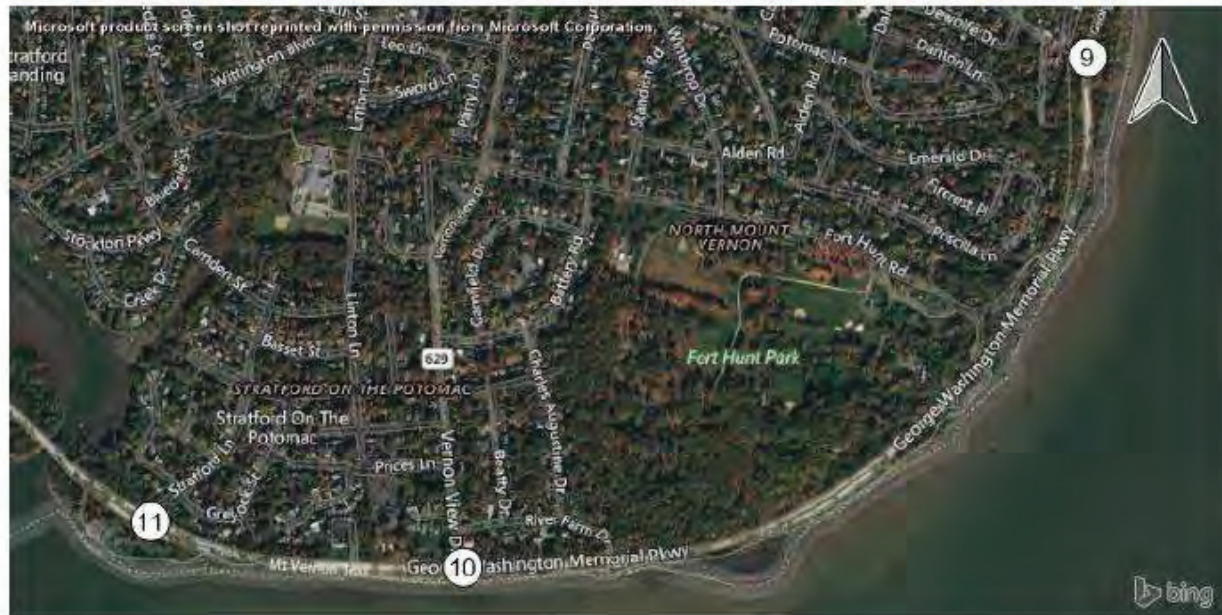


Figure B.4: PM Peak Traffic Volumes for Intersections South of Collingwood Road

Attachment B

Delay, LOS, and Queue Results

Table 3. Intersection Demand Delay (Seconds per Vehicle) and LOS

Intersection	Movement ¹	Demand AM (PM)	Existing	Concept 1	Concept 3
GWMP and Belle Haven Road	EBL	170 (98)	>300 F (>300 F)	54 F (>300 F)	25 C (>300 F)
GWMP and Belle Haven Road	EBR	107 (126)	>300 F (>300 F)	6 A (>300 F)	0 A (232 F)
GWMP and Belle Haven Road	NBL	298 (192)	4 A (>300 F)	3 A (198 F)	2 A (13 B)
GWMP and Belle Haven Road	NBT	1,605 (750)	0 A (1 A)	0 A (0 A)	0 A (0 A)
GWMP and Belle Haven Road	SBT	657 (2,041)	0 A (0 A)	0 A (0 A)	0 A (>300 F)
GWMP and Belle Haven Road	SBR	101 (364)	0 A (0 A)	0 A (0 A)	0 A (270 F)
GWMP and Belle Haven Road	Overall	-	>300 F (>300 F)	35 D (>300 F)	15 B (144 F)
GWMP and Marina Driveway (Node 14)	WBL	1 (6)	0 A (33 D)	75 F (175 F)	21 C (71 F)
GWMP and Marina Driveway (Node 14)	WBR	2 (3)	1 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Marina Driveway (Node 14)	NBT	1,901 (939)	2 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Marina Driveway (Node 14)	NBR	4 (4)	3 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Marina Driveway (Node 14)	SBL	1 (6)	8 A (2 A)	6 A (3 A)	7 A (4 A)
GWMP and Marina Driveway (Node 14)	SBT	763 (2,161)	2 A (0 A)	1 A (1 A)	0 A (0 A)
GWMP and Marina Driveway (Node 14)	Overall	-	1 A (22 C)	25 C (11 B)	7 A (47 E)
GWMP and Belle View Boulevard	EBL	131 (105)	37 E (>300 F)	8 A (>300 F)	>300 F (>300 F)
GWMP and Belle View Boulevard	EBR	48 (93)	14 B (>300 F)	1 A (>300 F)	>300 F (>300 F)
GWMP and Belle View Boulevard	NBL	56 (85)	2 A (11 B)	2 A (>300 F)	2 A (6 A)
GWMP and Belle View Boulevard	NBT	1,774 (838)	0 A (0 A)	1 A (2 A)	0 A (0 A)
GWMP and Belle View Boulevard	SBT	659 (1,710)	0 A (0 A)	0 A (2 A)	0 A (0 A)
GWMP and Belle View Boulevard	SBR	105 (457)	0 A (1 A)	0 A (1 A)	0 A (0 A)

Intersection	Movement ¹	Demand AM (PM)	Existing	Concept 1	Concept 3
GWMP and Belle View Boulevard	Overall	-	31 D (>300 F)	6 A (>300 F)	>300 F (>300 F)
GWMP and Tulane Drive	EBL	244 (101)	>300 F (>300 F)	19 C (>300 F)	>300 F (43 E)
GWMP and Tulane Drive	EBR	48 (14)	274 F (>300 F)	18 C (>300 F)	>300 F (27 D)
GWMP and Tulane Drive	NBL	12 (19)	2 A (7 A)	2 A (34 D)	2 A (5 A)
GWMP and Tulane Drive	NBT	1,586 (822)	0 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Tulane Drive	SBT	668 (1,653)	1 A (164 F)	0 A (1 A)	0 A (0 A)
GWMP and Tulane Drive	SBR	39 (150)	1 A (113 F)	0 A (0 A)	0 A (0 A)
GWMP and Tulane Drive	Overall	-	255 F (>300 F)	19 C (>300 F)	>300 F (41 E)
GWMP and Morningside Lane	EBL	148 (97)	16 C (15 B)	6 A (13 B)	289 F (19 C)
GWMP and Morningside Lane	EBR	3 (3)	11 B (9 A)	6 A (10 A)	295 F (13 B)
GWMP and Morningside Lane	NBL	3 (4)	2 A (4 A)	2 A (9 A)	1 A (5 A)
GWMP and Morningside Lane	NBT	1,450 (744)	0 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Morningside Lane	SBT	560 (1,217)	0 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Morningside Lane	SBR	156 (450)	0 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Morningside Lane	Overall	-	16 C (15 B)	6 A (13 B)	289 F (19 C)
GWMP and Wellington Road	EBL	123 (46)	13 B (9 A)	6 A (8 A)	58 F (12 B)
GWMP and Wellington Road	EBR	11 (10)	8 A (7 A)	5 A (7 A)	42 E (8 A)
GWMP and Wellington Road	NBL	4 (5)	1 A (3 A)	2 A (4 A)	2 A (4 A)
GWMP and Wellington Road	NBT	1,330 (702)	0 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Wellington Road	SBT	525 (1,062)	0 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Wellington Road	SBR	38 (158)	0 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Wellington Road	Overall	-	13 B (9 A)	6 A (8 A)	57 F (11 B)

Intersection	Movement ¹	Demand AM (PM)	Existing	Concept 1	Concept 3
GWMP and Collingwood Road	EBL	345 (79)	34 D (8 A)	9 A (7 A)	>300 F (11 B)
GWMP and Collingwood Road	EBT	3 (2)	37 E (10 A)	26 D (13 B)	>300 F (4 A)
GWMP and Collingwood Road	EBR	9 (12)	26 D (6 A)	7 A (3 A)	>300 F (7 A)
GWMP and Collingwood Road	WBL	2 (3)	9 A (11 B)	0 A (11 B)	17 C (7 A)
GWMP and Collingwood Road	WBT	1 (0)	29 D (4 A)	18 C (6 A)	20 C (5 A)
GWMP and Collingwood Road	WBR	0 (1)	6 A (2 A)	6 A (3 A)	6 A (1 A)
GWMP and Collingwood Road	SBL	12 (4)	2 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Collingwood Road	SBT	422 (796)	1 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Collingwood Road	SBR	102 (272)	3 A (4 A)	1 A (4 A)	2 A (2 A)
GWMP and Collingwood Road	NBL	2 (11)	2 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Collingwood Road	NBT	989 (627)	0 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Collingwood Road	NBR	1 (0)	34 D (8 A)	2 A (1 A)	88 F (1 A)
GWMP and Collingwood Road	Overall	-	34 D (8 A)	9 A (7 A)	>300 F (10 B)
GWMP and Waynewood Boulevard	EBL	131 (25)	8 A (7 A)	5 A (6 A)	16 C (8 A)
GWMP and Waynewood Boulevard	EBR	25 (22)	5 A (4 A)	3 A (3 A)	11 B (5 A)
GWMP and Waynewood Boulevard	NBL	12 (13)	1 A (2 A)	1 A (3 A)	1 A (2 A)
GWMP and Waynewood Boulevard	NBT	861 (613)	0 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Waynewood Boulevard	SBT	416 (736)	0 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Waynewood Boulevard	SBR	17 (75)	0 A (0 A)	0 A (0 A)	0 A (0 A)

Intersection	Movement ¹	Demand AM (PM)	Existing	Concept 1	Concept 3
GWMP and Waynewood Boulevard	Overall	-	8 A (6 A)	5 A (5 A)	15 B (7 A)
GWMP and Vernon View Drive²	EBL	122 (123)	1 A (2 A)	1 A (3 A)	1 A (2 A)
GWMP and Vernon View Drive²	EBT	833 (616)	0 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Vernon View Drive²	WBT	434 (720)	0 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Vernon View Drive²	WBR	7 (38)	0 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Vernon View Drive²	SBL	40 (10)	9 A (9 A)	6 A (10 A)	13 B (12 B)
GWMP and Vernon View Drive²	SBR	127 (120)	5 A (6 A)	5 A (6 A)	7 A (6 A)
GWMP and Vernon View Drive²	Overall	-	6 A (6 A)	5 A (6 A)	8 A (6 A)
GWMP and Stratford Lane²	EBL	33 (78)	1 A (2 A)	1 A (3 A)	2 A (2 A)
GWMP and Stratford Lane²	EBT	907 (715)	0 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Stratford Lane²	EBR	5 (16)	0 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Stratford Lane²	WBL	3 (7)	2 A (2 A)	3 A (2 A)	3 A (2 A)
GWMP and Stratford Lane²	WBT	552 (803)	0 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Stratford Lane²	WBR	6 (30)	0 A (0 A)	0 A (0 A)	0 A (0 A)
GWMP and Stratford Lane²	NBL	3 (7)	9 A (9 A)	9 A (13 B)	12 B (10 A)
GWMP and Stratford Lane²	NBT	1 (2)	19 C (10 A)	6 A (10 A)	10 B (10 A)
GWMP and Stratford Lane²	NBR	3 (18)	4 A (4 A)	5 A (5 A)	9 A (6 A)
GWMP and Stratford Lane²	SBL	45 (6)	9 A (9 A)	5 A (8 A)	14 B (14 B)
GWMP and Stratford Lane²	SBT	2 (4)	13 B (10 A)	7 A (15 B)	10 A (10 A)
GWMP and Stratford Lane²	SBR	72 (62)	4 A (4 A)	3 A (3 A)	8 A (6 A)
GWMP and Stratford Lane²	Overall	-	6 A (5 A)	4 A (5 A)	10 B (7 A)

Intersection	Movement ¹	Demand AM (PM)	Existing	Concept 1	Concept 3
Lane Merge Between Belle View Blvd and Tulane Drive	NBT AM Peak	1,598 (841)	0 A (0 A) Merge does not exist in this scenario.	0 A (0 A) Merge does not exist in this scenario.	0 A (0 A) Merge does not exist in this scenario.
Lane Merge Between Belle View Blvd and Marina Driveway	NBT AM Peak	1,905 (943)	0 A (0 A) Merge does not exist in this scenario.	0 A (0 A) Merge does not exist in this scenario.	0 A (0 A) Merge does not exist in this scenario.
Lane Merge Between Tulane Drive and Morningside Lane	NBT AM Peak	1,598 (841)	0 A (0 A) Merge does not exist in this scenario.	0 A (0 A) Merge does not exist in this scenario.	0 A (0 A) Merge does not exist in this scenario.
Lane Merge Between Belle Haven Drive and Marina Driveway	SBT PM Peak	764 (2,167)	0 A (0 A) Merge does not exist in this scenario.	0 A (0 A) Merge does not exist in this scenario.	0 A (95 F)

¹The movement indicates the direction the vehicles are heading. The first two letters stand for the cardinal direction movement (e.g. NB is northbound and SB is southbound) and the third indicates the intersection movement (e.g. T is through and R is right).

² GWMP curves so the side-streets direction changes to southbound.

Table 4. Intersection Movement Queue (Number of Vehicles). Average Queue/ 95th Percentile Queue AM (PM)

Intersection	Movement ¹	Existing	Concept 1	Concept 3
GWMP and Belle Haven Road	EBLR	61/ 131 (115/ 188)	6/ 14 (112/ 187)	4/ 8 (26/ 71)
GWMP and Belle Haven Road	NBL	3/ 5 (17/ 27)	3/ 5 (14/ 30)	1/ 4 (5/ 12)
GWMP and Belle Haven Road	NBT	0/ 1 (19/ 48)	0/ 1 (1/ 6)	3/ 4 (4/ 6)
GWMP and Belle Haven Road	SBT	0/ 1 (1/ 1)	1/ 1 (1/ 1)	0/ 0 (0/ 0)
GWMP and Belle Haven Road	SBR	0/ 1 (1/ 2)	0/ 1 (1/ 2)	0/ 1 (119/ 142)
GWMP and Marina Driveway	WBLR	5/ 9 (32/ 65)	3/ 5 (74/ 112)	0/ 1 (117/ 150)
GWMP and Marina Driveway	NBT	1/ 3 (2/ 4)	2/ 8 (12/ 30)	43/ 84 (40/ 78)
GWMP and Marina Driveway	NBR	0/ 1 (1/ 3)	5/ 33 (8/ 36)	1/ 3 (2/ 4)
GWMP and Marina Driveway	SBL	0/ 1 (3/ 7)	0/ 0 (6/ 28)	0/ 0 (1/ 1)
GWMP and Marina Driveway	SBT	0/ 1 (0/ 0)	1/ 1 (0/ 0)	0/ 0 (1/ 2)
GWMP and Belle View Boulevard	EBLR	0/ 1 (1/ 2)	1/ 1 (1/ 2)	0/ 0 (0/ 0)
GWMP and Belle View Boulevard	NBL	0/ 0 (1/ 2)	0/ 0 (0/ 0)	1/ 1 (1/ 2)
GWMP and Belle View Boulevard	NBT	0/ 0 (1/ 1)	0/ 0 (0/ 0)	0/ 0 (0/ 0)
GWMP and Belle View Boulevard	SBT	0/ 1 (1/ 1)	1/ 1 (1/ 1)	0/ 0 (0/ 0)
GWMP and Belle View Boulevard	SBR	0/ 0 (0/ 0)	0/ 0 (2/ 10)	1/ 1 (1/ 1)
GWMP and Tulane Drive	EBLR	30/ 60 (25/ 51)	6/ 13 (15/ 42)	0/ 0 (0/ 0)
GWMP and Tulane Drive	NBL	1/ 1 (1/ 2)	1/ 5 (1/ 2)	55/ 80 (4/ 7)
GWMP and Tulane Drive	NBT	1/ 1 (0/ 0)	4/ 17 (0/ 0)	1/ 1 (1/ 2)
GWMP and Tulane Drive	SBT	0/ 0 (52/ 117)	0/ 0 (2/ 10)	0/ 0 (0/ 1)
GWMP and Tulane Drive	SBR	0/ 1 (15/ 31)	0/ 0 (1/ 1)	0/ 0 (0/ 0)
GWMP and Morningside Lane	EBLR	3/ 6 (2/ 4)	3/ 4 (3/ 4)	0/ 0 (0/ 0)
GWMP and Morningside Lane	NBL	1/ 1 (1/ 1)	1/ 1 (1/ 1)	0/ 0 (1/ 1)
GWMP and Morningside Lane	NBT	0/ 0 (0/ 0)	0/ 0 (0/ 0)	16/ 36 (3/ 5)
GWMP and Morningside Lane	SBT	0/ 0 (0/ 0)	0/ 0 (0/ 0)	0/ 1 (1/ 1)
GWMP and Morningside Lane	SBR	0/ 1 (0/ 1)	0/ 1 (1/ 1)	0/ 0 (0/ 1)
GWMP and Wellington Road	EBLR	3/ 5 (2/ 3)	3/ 4 (2/ 3)	0/ 0 (0/ 0)
GWMP and Wellington Road	NBL	1/ 1 (1/ 1)	1/ 1 (1/ 1)	0/ 1 (0/ 1)
GWMP and Wellington Road	SBR	0/ 0 (0/ 1)	0/ 0 (0/ 1)	5/ 10 (2/ 4)
GWMP and Collingwood Road	EBLTR	8/ 15 (2/ 4)	5/ 8 (2/ 3)	1/ 1 (1/ 1)
GWMP and Collingwood Road	WBLTR	1/ 1 (1/ 1)	1/ 1 (1/ 1)	0/ 0 (0/ 1)
GWMP and Collingwood Road	SBL	1/ 1 (1/ 1)	1/ 2 (1/ 1)	52/ 78 (2/ 4)
GWMP and Collingwood Road	SBT	0/ 1 (0/ 1)	0/ 1 (1/ 1)	1/ 1 (1/ 1)
GWMP and Collingwood Road	NBL	0/ 1 (1/ 1)	0/ 1 (1/ 1)	1/ 2 (1/ 1)
GWMP and Collingwood Road	NBT	1/ 1 (0/ 1)	0/ 1 (0/ 0)	0/ 1 (1/ 1)

GWMP and Waynewood Boulevard	EBLR	3/ 4 (2/ 3)	3/ 4 (2/ 3)	0/ 1 (1/ 0)
GWMP and Waynewood Boulevard	NBLT	1/ 1 (1/ 2)	1/ 1 (1/ 2)	0/ 1 (0/ 1)
GWMP and Waynewood Boulevard	SBR	0/ 1 (0/ 1)	0/ 1 (0/ 1)	3/ 6 (2/ 3)
GWMP and Vernon View Drive2	EBL	2/ 3 (2/ 3)	2/ 3 (2/ 3)	1/ 1 (1/ 1)
GWMP and Vernon View Drive2	SBLR	3/ 5 (2/ 4)	3/ 4 (3/ 5)	0/ 0 (0/ 1)
GWMP and Stratford Lane2	EBL	1/ 2 (1/ 3)	1/ 2 (2/ 3)	1/ 3 (2/ 3)
GWMP and Stratford Lane2	WBL	1/ 1 (1/ 1)	1/ 1 (1/ 1)	3/ 5 (3/ 4)
GWMP and Stratford Lane2	NBLRT	1/ 2 (1/ 3)	1/ 2 (1/ 3)	1/ 2 (1/ 3)
GWMP and Stratford Lane2	SBLRT	2/ 4 (2/ 3)	2/ 4 (2/ 3)	1/ 1 (1/ 1)
Lane Merge Between Belle View Blvd and Tulane Drive	NBT AM Peak	0/ 0 (0/ 0) Merge does not exist in this scenario	0/ 0 (0/ 0) Merge does not exist in this scenario	0/ 0 (0/ 0) Merge does not exist in this scenario
Lane Merge Between Belle View Blvd and Marina Driveway	NBT AM Peak	0/ 0 (0/ 0) Merge does not exist in this scenario	0/ 0 (0/ 0) Merge does not exist in this scenario	0/ 0 (0/ 0) Merge does not exist in this scenario
Lane Merge Between Tulane Drive and Morningside Lane	NBT AM Peak	0/ 0 (0/ 0) Merge does not exist in this scenario	0/ 0 (0/ 0) Merge does not exist in this scenario	0/ 0 (0/ 0) Merge does not exist in this scenario
Lane Merge Between Belle Haven Drive and Marina Driveway	SBT PM Peak	0/ 0 (0/ 0) Merge does not exist in this scenario	0/ 0 (0/ 0) Merge does not exist in this scenario	0/ 7 (27/ 27)

Attachment C

SimTraffic Results

SimTraffic Performance Report

Existing AM

3: GW Pkwy & Belle Haven Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.4	0.2	0.0	0.0	0.0	0.0	0.7
Denied Del/Veh (s)	9.4	8.1	0.0	0.0	0.1	0.7	0.9
Total Delay (hr)	34.4	16.5	0.6	1.0	0.3	0.1	53.0
Total Del/Veh (s)	720.2	545.9	7.6	2.3	1.9	4.3	66.1
Stop Del/Veh (s)	734.1	555.3	3.6	0.0	0.0	0.0	65.0

6: GW Pkwy & Belle View Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.4	0.2	0.1	3.2	0.2	0.1	5.1
Total Del/Veh (s)	38.4	15.6	8.2	6.4	1.0	2.0	6.7
Stop Del/Veh (s)	36.9	14.1	1.6	0.1	0.0	0.0	2.1

8: GW Pkwy & Morningside Ln Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	0.0	0.0	2.7	0.9	0.2	4.5
Total Del/Veh (s)	17.2	11.7	7.1	6.6	6.0	5.4	7.0
Stop Del/Veh (s)	15.6	11.4	2.2	0.1	0.0	0.0	1.0

10: GW Pkwy & Tulane Dr Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.9	0.0	0.1	0.0	0.0	0.0	0.0	1.0
Denied Del/Veh (s)	12.9	39.7	10.5	0.0	0.0	0.0	0.0	1.4
Total Delay (hr)	20.0	0.1	3.5	0.0	0.9	0.7	0.0	25.2
Total Del/Veh (s)	298.0	332.0	265.5	2.4	2.1	4.0	2.9	35.4
Stop Del/Veh (s)	305.8	342.1	273.8	1.5	0.0	1.0	0.7	34.2

14: GW Pkwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	1.0	0.0	0.0	0.3	1.3
Total Del/Veh (s)		1.2	2.0	2.9	8.4	1.6	1.9
Stop Del/Veh (s)		0.0	0.0	0.1	6.8	0.7	0.2

SimTraffic Performance Report

Existing AM

16: GW Pkwy & Wellington Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.5	0.0	0.0	0.8	0.9	0.1	2.3
Total Del/Veh (s)	14.5	8.1	3.4	2.1	6.6	5.6	4.1
Stop Del/Veh (s)	12.7	7.5	1.4	0.0	0.0	0.0	0.8

17: GW Pkwy & Collingwood Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	SEL	SET	SER	NWL	NWT	NWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	3.2	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.4	0.0	4.0
Total Del/Veh (s)	33.6	36.9	25.6	8.7	29.0	6.1	2.1	1.2	2.7	1.6	0.1	7.8
Stop Del/Veh (s)	31.8	32.6	25.3	7.3	25.1	4.0	0.0	0.0	1.5	0.0	0.0	6.1

25: GW Pkwy & Waynewood Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.0	0.4	0.1	0.0	0.8
Total Del/Veh (s)	10.1	5.8	2.6	1.5	0.5	0.1	2.1
Stop Del/Veh (s)	7.6	5.1	1.2	0.0	0.0	0.0	0.8

27: GW Pkwy & Vernon View Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Delay (hr)	0.1	0.4	0.5	0.0	0.1	0.2	1.4
Total Del/Veh (s)	4.1	1.6	4.5	3.3	11.4	6.5	3.2
Stop Del/Veh (s)	1.2	0.0	0.0	0.0	8.8	5.4	0.8

SimTraffic Performance Report

Existing AM

28: GW Pkwy Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.0	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2
Total Delay (hr)	0.0	0.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	3.9	1.8	1.1	2.5	0.8	0.2	11.0	23.1	4.3	12.1	17.9	4.9
Stop Del/Veh (s)	1.0	0.0	0.0	1.8	0.0	0.0	9.3	18.9	4.3	9.9	13.0	4.4

28: GW Pkwy Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.9
Total Del/Veh (s)	1.9
Stop Del/Veh (s)	0.5

Total Zone Performance

Denied Delay (hr)	1.9
Denied Del/Veh (s)	1.9
Total Delay (hr)	101.8
Total Del/Veh (s)	900.5
Stop Del/Veh (s)	738.7

Queuing and Blocking Report

Existing AM

04/14/2023

Intersection: 3: GW Pkwy & Belle Haven Rd

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	T
Maximum Queue (ft)	2500	175	128	5	7	6
Average Queue (ft)	1205	114	54	0	0	0
95th Queue (ft)	2618	251	96	2	3	3
Link Distance (ft)	3001			1043	2434	2434
Upstream Blk Time (%)	3					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)		150	400			
Storage Blk Time (%)	87	0				
Queuing Penalty (veh)	93	0				

Intersection: 6: GW Pkwy & Belle View Blvd

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	204	53	4	2	11
Average Queue (ft)	88	15	0	0	0
95th Queue (ft)	169	43	4	2	8
Link Distance (ft)	1755		3313	961	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		450		450	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: GW Pkwy & Morningside Ln

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	R
Maximum Queue (ft)	142	20	2	6
Average Queue (ft)	52	1	0	0
95th Queue (ft)	107	11	2	4
Link Distance (ft)	1155		4106	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		220	300	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Existing AM

Intersection: 10: GW Pkwy & Tulane Dr

Movement	EB	NB	NB	SB
Directions Served	LTR	L	T	R
Maximum Queue (ft)	991	25	13	2
Average Queue (ft)	599	3	1	0
95th Queue (ft)	1182	16	8	2
Link Distance (ft)	1205		463	
Upstream Blk Time (%)	10			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		450		400
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 14: GW Pkwy

Movement	WB	SB
Directions Served	L	L
Maximum Queue (ft)	15	12
Average Queue (ft)	0	0
95th Queue (ft)	6	6
Link Distance (ft)	728	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		400
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: GW Pkwy & Wellington Rd

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	116	14
Average Queue (ft)	50	1
95th Queue (ft)	90	10
Link Distance (ft)	975	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		230
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Existing AM

Intersection: 17: GW Pkwy & Collingwood Rd

Movement	EB	WB	SE	SE	NW	NW
Directions Served	LTR	LTR	L	T	L	T
Maximum Queue (ft)	344	24	24	3	9	12
Average Queue (ft)	149	3	3	0	0	1
95th Queue (ft)	299	17	16	2	5	6
Link Distance (ft)	1210	452		934		452
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			230		350	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 25: GW Pkwy & Waynewood Blvd

Movement	EB	NB	NB	SB
Directions Served	LR	LT	T	T
Maximum Queue (ft)	101	30	8	2
Average Queue (ft)	44	3	0	0
95th Queue (ft)	79	18	6	2
Link Distance (ft)	2207	880	880	412
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 27: GW Pkwy & Vernon View Dr

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	57	114
Average Queue (ft)	23	45
95th Queue (ft)	50	83
Link Distance (ft)		2195
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Existing AM

Intersection: 28: GW Pkwy

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	35	20	31	73
Average Queue (ft)	7	1	8	35
95th Queue (ft)	27	8	30	63
Link Distance (ft)			296	1505
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	325	375		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 93

SimTraffic Performance Report

Existing PM

3: GW Pkwy & Belle Haven Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	11.8	13.8	0.0	0.0	0.5	0.1	26.2
Denied Del/Veh (s)	436.9	379.2	0.0	0.0	0.9	1.2	26.7
Total Delay (hr)	47.7	56.3	17.9	0.6	4.5	1.2	128.2
Total Del/Veh (s)	2725.7	2599.5	346.6	3.1	7.8	11.6	132.6
Stop Del/Veh (s)	2723.5	2597.1	349.1	0.6	0.0	0.1	126.2

6: GW Pkwy & Belle View Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	13.3	11.0	0.4	1.1	1.2	0.7	27.6
Total Del/Veh (s)	436.8	406.4	16.7	4.8	2.6	5.6	31.3
Stop Del/Veh (s)	446.2	416.3	11.2	0.1	0.0	0.8	28.6

8: GW Pkwy & Morningside Ln Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.0	1.2	2.4	0.9	5.1
Total Del/Veh (s)	16.5	8.8	9.8	5.8	8.4	8.3	7.9
Stop Del/Veh (s)	15.0	8.7	4.4	0.0	0.0	0.0	0.6

10: GW Pkwy & Tulane Dr Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	1.4	0.2	1.4	0.0	0.0	0.1	0.0	0.1
Total Delay (hr)	17.4	0.3	3.0	0.0	0.3	73.5	4.8	99.4
Total Del/Veh (s)	654.2	545.9	714.4	8.1	1.3	165.9	119.8	133.3
Stop Del/Veh (s)	657.3	547.4	718.7	7.2	0.0	163.8	113.1	131.5

12: GW Pkwy & Tulane South Drop Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.3	32.9	33.2
Total Del/Veh (s)	1.3	81.3	52.2
Stop Del/Veh (s)	0.0	82.1	52.3

SimTraffic Performance Report

Existing PM

14: GW Pkwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.4	0.0	0.0	1.5	2.0
Total Del/Veh (s)	34.3	1.5	1.7	2.0	5.0	2.7	2.5
Stop Del/Veh (s)	32.6	0.0	0.3	0.1	2.1	0.1	0.2

16: GW Pkwy & Wellington Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.4	1.9	0.3	2.7
Total Del/Veh (s)	10.4	7.8	5.2	1.9	7.5	7.0	5.3
Stop Del/Veh (s)	8.8	7.4	2.9	0.0	0.0	0.0	0.3

17: GW Pkwy & Collingwood Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	SEL	SET	SER	NWL	NWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.1	0.8
Total Del/Veh (s)	10.6	13.4	6.7	12.5	3.9	3.1	1.6	1.6	4.5	0.8	1.8
Stop Del/Veh (s)	8.4	9.8	6.3	10.8	4.1	1.8	0.0	0.0	3.7	0.0	0.5

25: GW Pkwy & Waynewood Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.2	0.1	0.0	0.4
Total Del/Veh (s)	8.6	3.9	3.6	1.2	0.5	0.2	1.0
Stop Del/Veh (s)	6.7	3.5	2.4	0.0	0.0	0.0	0.2

27: GW Pkwy & Vernon View Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Delay (hr)	0.2	0.2	0.9	0.0	0.0	0.2	1.6
Total Del/Veh (s)	4.9	1.3	5.3	4.2	11.3	6.7	3.8
Stop Del/Veh (s)	2.3	0.0	0.0	0.0	9.2	5.9	0.7

SimTraffic Performance Report

Existing PM

28: GW Pkwy Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.1	0.2	0.2	0.0	0.0	0.0	0.1	0.2	0.1	0.2	0.1	0.1
Total Delay (hr)	0.1	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.5	1.6	0.8	2.4	0.9	0.3	11.2	13.6	3.7	11.0	14.2	4.4
Stop Del/Veh (s)	1.8	0.0	0.0	1.5	0.0	0.0	9.4	10.4	3.5	9.1	10.4	4.2

28: GW Pkwy Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.7
Total Del/Veh (s)	1.6
Stop Del/Veh (s)	0.4

Total Zone Performance

Denied Delay (hr)	26.3
Denied Del/Veh (s)	22.1
Total Delay (hr)	305.8
Total Del/Veh (s)	1564.0
Stop Del/Veh (s)	1435.9

Queuing and Blocking Report

Existing PM

Intersection: 3: GW Pkwy & Belle Haven Rd

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	R
Maximum Queue (ft)	3006	88	423	800	752	23	33	26
Average Queue (ft)	2292	5	323	361	234	2	4	2
95th Queue (ft)	3757	54	536	960	785	13	19	34
Link Distance (ft)	3001			1043	1043	2434	2434	
Upstream Blk Time (%)	48			1	0			
Queuing Penalty (veh)	0			4	1			
Storage Bay Dist (ft)		150	400					400
Storage Blk Time (%)	100	0	52	2				
Queuing Penalty (veh)	126	0	195	3				

Intersection: 6: GW Pkwy & Belle View Blvd

Movement	EB	NB	SB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	1138	87	18	78	188
Average Queue (ft)	628	38	1	3	41
95th Queue (ft)	1290	73	16	58	126
Link Distance (ft)	1755		961	961	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		450		450	
Storage Blk Time (%)				0	
Queuing Penalty (veh)				1	

Intersection: 8: GW Pkwy & Morningside Ln

Movement	EB	NB	SB
Directions Served	LR	L	R
Maximum Queue (ft)	113	20	9
Average Queue (ft)	38	2	0
95th Queue (ft)	79	14	6
Link Distance (ft)	1155		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		220	300
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Existing PM

Intersection: 10: GW Pkwy & Tulane Dr

Movement	EB	NB	SB	SB	SB
Directions Served	LTR	L	T	T	R
Maximum Queue (ft)	915	34	2165	2163	425
Average Queue (ft)	494	9	1025	1037	295
95th Queue (ft)	1004	28	2329	2347	617
Link Distance (ft)	1205		3313	3313	
Upstream Blk Time (%)	1		0	0	
Queuing Penalty (veh)	0		0	1	
Storage Bay Dist (ft)		450			400
Storage Blk Time (%)				67	0
Queuing Penalty (veh)				101	2

Intersection: 12: GW Pkwy & Tulane South Drop

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	500	512
Average Queue (ft)	461	470
95th Queue (ft)	562	575
Link Distance (ft)	463	463
Upstream Blk Time (%)	27	34
Queuing Penalty (veh)	222	282
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: GW Pkwy

Movement	WB	NB	NB	SB	SB
Directions Served	L	T	T	L	T
Maximum Queue (ft)	37	24	16	33	3
Average Queue (ft)	6	2	1	2	0
95th Queue (ft)	27	27	17	16	0
Link Distance (ft)	728	961	961		1043
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				400	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report

Existing PM

Intersection: 16: GW Pkwy & Wellington Rd

Movement	EB	NB	SB
Directions Served	LR	L	R
Maximum Queue (ft)	62	28	2
Average Queue (ft)	28	3	0
95th Queue (ft)	54	16	3
Link Distance (ft)	975		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		230	400
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: GW Pkwy & Collingwood Rd

Movement	EB	WB	SE	SE	NW	NW
Directions Served	LTR	LTR	L	R	L	T
Maximum Queue (ft)	82	24	15	12	21	4
Average Queue (ft)	37	3	1	0	3	0
95th Queue (ft)	65	16	8	5	14	3
Link Distance (ft)	1210	452				452
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			230	400	350	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 25: GW Pkwy & Waynewood Blvd

Movement	EB	NB	SB
Directions Served	LR	LT	R
Maximum Queue (ft)	50	43	2
Average Queue (ft)	21	6	0
95th Queue (ft)	43	27	2
Link Distance (ft)	2207	880	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			400
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Existing PM

Intersection: 27: GW Pkwy & Vernon View Dr

Movement	EB	WB	SB
Directions Served	L	R	LR
Maximum Queue (ft)	66	18	79
Average Queue (ft)	29	1	39
95th Queue (ft)	59	9	71
Link Distance (ft)		2195	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200	375	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 28: GW Pkwy

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	49	2	23	48	59
Average Queue (ft)	18	0	1	18	26
95th Queue (ft)	45	0	11	45	46
Link Distance (ft)		2670		296	1505
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	325		375		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 939

SimTraffic Performance Report

Concept 1 AM

3: GW Pkwy & Belle Haven Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1	0.7	0.1
Total Delay (hr)	2.7	0.3	0.5	1.7	0.4	0.1	5.8
Total Del/Veh (s)	56.1	10.2	6.1	4.0	2.1	4.2	7.2
Stop Del/Veh (s)	53.5	5.8	3.0	0.0	0.0	0.0	3.8

6: GW Pkwy & Belle View Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.4	29.1	0.3	0.1	30.3
Total Del/Veh (s)	10.1	2.6	23.5	58.4	1.5	1.8	38.8
Stop Del/Veh (s)	8.0	0.8	2.2	0.8	0.0	0.0	0.9

8: GW Pkwy & Morningside Ln Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	4.7	1.2	0.3	6.5
Total Del/Veh (s)	8.1	6.7	7.2	11.3	7.2	6.5	9.8
Stop Del/Veh (s)	6.1	5.8	2.2	0.0	0.0	0.0	0.4

10: GW Pkwy & Tulane Dr Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.5	0.0	0.3	0.0	4.1	0.9	0.0	6.9
Total Del/Veh (s)	21.5	146.9	19.4	3.4	9.3	5.0	1.9	9.5
Stop Del/Veh (s)	18.8	142.6	18.0	2.1	0.4	0.3	0.4	2.5

14: GW Pkwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	1.6	0.0	0.0	0.5	2.1
Total Del/Veh (s)	76.5	1.6	3.1	4.0	8.3	2.4	2.9
Stop Del/Veh (s)	74.5	0.0	0.0	0.0	6.0	0.9	0.3

SimTraffic Performance Report
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16: GW Pkwy & Wellington Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	1.9	1.1	0.1	3.3
Total Del/Veh (s)	7.6	6.0	2.4	5.1	7.3	6.3	5.8
Stop Del/Veh (s)	5.6	5.4	1.7	0.0	0.0	0.0	0.4

17: GW Pkwy & Collingwood Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	SEL	SET	SER	NWL	NWT	NWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.4	0.3		0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	1.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.5	0.0	2.0
Total Del/Veh (s)	12.0	31.4	8.3		20.1	8.1	2.1	0.4	1.2	1.9	0.4	3.8
Stop Del/Veh (s)	8.9	25.6	7.0		17.9	6.3	0.0	0.0	0.9	0.0	0.0	1.7

25: GW Pkwy & Waynewood Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.4	0.1	0.0	0.8
Total Del/Veh (s)	7.3	4.4	1.5	1.8	0.9	0.0	2.1
Stop Del/Veh (s)	4.6	3.2	1.0	0.0	0.0	0.0	0.5

27: GW Pkwy & Vernon View Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Delay (hr)	0.1	0.6	0.6	0.0	0.1	0.2	1.6
Total Del/Veh (s)	3.1	2.6	4.6	3.2	9.0	6.2	3.7
Stop Del/Veh (s)	1.3	0.0	0.0	0.0	6.3	5.0	0.7

SimTraffic Performance Report

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28: GW Pkwy Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.1	0.3	0.2	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.1	0.2
Total Delay (hr)	0.1	0.9	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	5.4	3.5	0.9	4.6	1.1	0.0	10.6	8.3	5.2	7.7	10.8	3.9
Stop Del/Veh (s)	1.4	0.0	0.0	3.0	0.0	0.0	8.8	5.8	5.1	5.4	7.2	3.0

28: GW Pkwy Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	1.3
Total Del/Veh (s)	2.9
Stop Del/Veh (s)	0.4

Total Zone Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.2
Total Delay (hr)	65.7
Total Del/Veh (s)	721.1
Stop Del/Veh (s)	91.6

Queuing and Blocking Report

Concept 1 AM

Intersection: 3: GW Pkwy & Belle Haven Rd

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	T
Maximum Queue (ft)	325	163	112	7	16	7
Average Queue (ft)	113	32	51	0	1	0
95th Queue (ft)	267	140	89	8	7	5
Link Distance (ft)	3012		1043	1043	2440	2440
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150				
Storage Blk Time (%)	13	0				
Queuing Penalty (veh)	14	0				

Intersection: 6: GW Pkwy & Belle View Blvd

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	R
Maximum Queue (ft)	111	206	1144	27
Average Queue (ft)	50	24	93	1
95th Queue (ft)	85	151	650	10
Link Distance (ft)	1757	3313	3313	962
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: GW Pkwy & Morningside Ln

Movement	EB	NB	SB
Directions Served	LR	L	R
Maximum Queue (ft)	98	24	6
Average Queue (ft)	46	1	0
95th Queue (ft)	78	11	4
Link Distance (ft)	1155	4570	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		300	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Concept 1 AM

Intersection: 10: GW Pkwy & Tulane Dr

Movement	EB	NB	NB
Directions Served	LTR	L	T
Maximum Queue (ft)	292	117	263
Average Queue (ft)	104	9	67
95th Queue (ft)	250	90	329
Link Distance (ft)	1223	465	465
Upstream Blk Time (%)		0	1
Queuing Penalty (veh)		0	6
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: GW Pkwy

Movement	WB	SB
Directions Served	L	L
Maximum Queue (ft)	24	18
Average Queue (ft)	1	1
95th Queue (ft)	11	8
Link Distance (ft)	728	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		400
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: GW Pkwy & Wellington Rd

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	90	22
Average Queue (ft)	44	1
95th Queue (ft)	71	11
Link Distance (ft)	973	1546
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Concept 1 AM

Intersection: 17: GW Pkwy & Collingwood Rd

Movement	EB	WB	SE	SE	NW	NW
Directions Served	LTR	LTR	L	R	L	T
Maximum Queue (ft)	191	24	30	2	9	10
Average Queue (ft)	86	2	6	0	0	0
95th Queue (ft)	151	11	22	2	5	4
Link Distance (ft)	1222	464		936	454	454
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			230			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 25: GW Pkwy & Waynewood Blvd

Movement	EB	NB	SB
Directions Served	LR	L	R
Maximum Queue (ft)	87	28	2
Average Queue (ft)	45	3	0
95th Queue (ft)	73	16	2
Link Distance (ft)	2221	880	416
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 27: GW Pkwy & Vernon View Dr

Movement	EB	WB	SB
Directions Served	L	T	LR
Maximum Queue (ft)	64	2	96
Average Queue (ft)	23	0	47
95th Queue (ft)	53	2	79
Link Distance (ft)	1817	2682	2201
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Concept 1 AM

Intersection: 28: GW Pkwy

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	36	21	35	80
Average Queue (ft)	10	1	7	40
95th Queue (ft)	31	10	28	66
Link Distance (ft)			296	1516
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	325	375		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 20

SimTraffic Performance Report

Concept 1 PM

3: GW Pkwy & Belle Haven Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	9.9	12.6	0.0	0.0	0.5	0.1	23.1
Denied Del/Veh (s)	354.1	360.5	0.0	0.0	0.8	1.1	24.1
Total Delay (hr)	49.6	50.9	9.3	0.4	4.7	1.2	116.2
Total Del/Veh (s)	2482.3	2319.1	198.0	2.5	8.2	11.4	122.6
Stop Del/Veh (s)	2482.8	2319.2	197.8	0.0	0.0	0.0	115.9

6: GW Pkwy & Belle View Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	20.2	17.9	0.0	0.0	0.0	0.0	38.1
Denied Del/Veh (s)	711.5	692.8	0.0	0.0	0.0	0.0	43.8
Total Delay (hr)	34.8	31.0	8.8	2.1	6.6	0.8	84.1
Total Del/Veh (s)	2235.7	2281.2	385.9	9.2	14.6	6.4	98.4
Stop Del/Veh (s)	2241.0	2286.5	382.2	1.9	2.2	0.5	89.1

8: GW Pkwy & Morningside Ln Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.0	1.8	2.9	1.1	6.3
Total Del/Veh (s)	15.0	9.8	14.3	8.6	9.7	9.5	9.5
Stop Del/Veh (s)	13.3	9.6	9.1	0.0	0.0	0.0	0.6

10: GW Pkwy & Tulane Dr Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	9.9	34.3	13.0	0.0	0.0	0.0	0.0	0.5
Total Delay (hr)	9.6	0.2	1.6	0.2	0.4	6.0	0.1	18.1
Total Del/Veh (s)	345.8	702.2	365.3	35.0	1.7	14.3	2.7	25.0
Stop Del/Veh (s)	345.0	699.4	365.8	34.2	0.0	1.0	0.3	16.6

12: GW Pkwy Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.5	5.5	6.1
Total Del/Veh (s)	2.2	13.4	9.4
Stop Del/Veh (s)	0.0	10.5	6.7

SimTraffic Performance Report
Concept 1 PM

14: GW Pkwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.4	0.0	0.0	4.1	4.8
Total Del/Veh (s)	177.0	1.4	1.7	2.4	8.5	7.1	5.9
Stop Del/Veh (s)	175.3	0.0	0.0	0.0	2.7	0.8	0.9

16: GW Pkwy & Wellington Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.6	2.1	0.3	3.1
Total Del/Veh (s)	9.4	7.8	5.3	3.0	7.7	7.0	5.9
Stop Del/Veh (s)	7.8	7.3	4.3	0.0	0.0	0.0	0.2

17: GW Pkwy & Collingwood Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	SEL	SET	SER	NWL	NWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.2	0.8
Total Del/Veh (s)	8.7	17.7	3.4	12.3	5.8	4.3	1.5	0.9	4.4	1.0	1.7
Stop Del/Veh (s)	6.6	13.4	3.0	10.6	6.2	3.0	0.0	0.0	3.9	0.0	0.4

25: GW Pkwy & Waynewood Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.3	0.2	0.0	0.5
Total Del/Veh (s)	8.0	2.9	3.3	1.5	0.8	0.1	1.3
Stop Del/Veh (s)	5.9	2.6	2.6	0.0	0.0	0.0	0.2

27: GW Pkwy & Vernon View Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Delay (hr)	0.2	0.3	1.0	0.0	0.0	0.3	1.9
Total Del/Veh (s)	4.4	2.0	5.7	3.9	12.2	7.3	4.3
Stop Del/Veh (s)	2.6	0.0	0.0	0.0	9.7	6.3	0.8

SimTraffic Performance Report

Concept 1 PM

28: GW Pkwy Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.1	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.2	0.6	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.4	2.9	0.7	3.5	1.4	0.2	14.5	12.3	5.0	10.0	19.0	3.3
Stop Del/Veh (s)	2.5	0.0	0.0	2.2	0.0	0.0	12.5	9.6	4.7	7.6	14.8	2.7

28: GW Pkwy Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	1.2
Total Del/Veh (s)	2.5
Stop Del/Veh (s)	0.4

Total Zone Performance

Denied Delay (hr)	61.6
Denied Del/Veh (s)	51.7
Total Delay (hr)	245.9
Total Del/Veh (s)	1529.1
Stop Del/Veh (s)	1272.2

Queuing and Blocking Report

Concept 1 PM

Intersection: 3: GW Pkwy & Belle Haven Rd

Movement	EB	EB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	R
Maximum Queue (ft)	3024	158	570	147	29	18	49
Average Queue (ft)	2233	19	270	5	3	2	2
95th Queue (ft)	3736	108	594	115	16	12	36
Link Distance (ft)	3012		1043	1043	2440	2440	
Upstream Blk Time (%)	45						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)		150					400
Storage Blk Time (%)	100	0					
Queuing Penalty (veh)	125	0					

Intersection: 6: GW Pkwy & Belle View Blvd

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	1770	535	213	714	603
Average Queue (ft)	1479	230	14	156	113
95th Queue (ft)	2228	583	248	714	556
Link Distance (ft)	1757	3313	3313	962	962
Upstream Blk Time (%)	58			1	0
Queuing Penalty (veh)	0			7	1
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: GW Pkwy & Morningside Ln

Movement	EB	NB	SB
Directions Served	LR	L	R
Maximum Queue (ft)	91	26	10
Average Queue (ft)	43	3	1
95th Queue (ft)	78	15	6
Link Distance (ft)	1155	4570	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		300	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Concept 1 PM

Intersection: 10: GW Pkwy & Tulane Dr

Movement	EB	NB	SB	SB
Directions Served	LTR	L	T	R
Maximum Queue (ft)	705	48	122	14
Average Queue (ft)	289	12	21	1
95th Queue (ft)	830	36	194	8
Link Distance (ft)	1223	465	3313	3313
Upstream Blk Time (%)	4			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: GW Pkwy

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	203	216
Average Queue (ft)	71	80
95th Queue (ft)	281	310
Link Distance (ft)	465	465
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: GW Pkwy

Movement	WB	SB	SB	SB
Directions Served	L	L	T	T
Maximum Queue (ft)	52	33	162	134
Average Queue (ft)	10	3	30	25
95th Queue (ft)	39	17	185	165
Link Distance (ft)	728		1043	1043
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		400		
Storage Blk Time (%)			1	
Queuing Penalty (veh)			0	

Queuing and Blocking Report

Concept 1 PM

Intersection: 16: GW Pkwy & Wellington Rd

Movement	EB	NB	SB
Directions Served	LR	L	R
Maximum Queue (ft)	65	29	8
Average Queue (ft)	30	2	0
95th Queue (ft)	57	14	4
Link Distance (ft)	973	1546	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			400
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: GW Pkwy & Collingwood Rd

Movement	EB	WB	SE	SE	NW
Directions Served	LTR	LTR	L	R	L
Maximum Queue (ft)	66	24	16	20	24
Average Queue (ft)	34	3	1	1	4
95th Queue (ft)	59	17	8	10	18
Link Distance (ft)	1222	464		936	454
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				230	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 25: GW Pkwy & Waynewood Blvd

Movement	EB	NB	SB
Directions Served	LR	L	R
Maximum Queue (ft)	56	28	6
Average Queue (ft)	24	6	0
95th Queue (ft)	47	24	4
Link Distance (ft)	2221	880	416
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Concept 1 PM

Intersection: 27: GW Pkwy & Vernon View Dr

Movement	EB	WB	WB	SB
Directions Served	L	T	R	LR
Maximum Queue (ft)	70	2	15	106
Average Queue (ft)	28	0	1	45
95th Queue (ft)	59	2	7	81
Link Distance (ft)	1817	2682		2201
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			375	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 28: GW Pkwy

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	R	LTR	LTR
Maximum Queue (ft)	60	22	6	48	61
Average Queue (ft)	21	2	0	18	31
95th Queue (ft)	49	15	5	44	52
Link Distance (ft)			718	296	1516
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	325	375			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 134

SimTraffic Performance Report

Concept 3 AM

3: GW Pkwy & Belle Haven Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.1	0.1	0.1
Total Delay (hr)	1.4	0.1	0.4	0.4	0.3	0.1	2.7
Total Del/Veh (s)	28.4	4.4	5.1	1.2	1.8	3.4	3.7
Stop Del/Veh (s)	24.9	0.3	2.1	0.0	0.0	0.0	1.9

6: GW Pkwy & Belle View Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	1.4	1.4	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	25.8	9.6	0.1	1.1	0.2	0.1	36.7
Total Del/Veh (s)	709.4	664.5	4.2	2.6	0.9	1.9	53.4
Stop Del/Veh (s)	720.3	674.9	1.6	0.0	0.0	0.0	52.3

8: GW Pkwy & Morningside Ln Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.6	0.7	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	11.5	0.3	0.0	3.9	0.1	0.0	15.8
Total Del/Veh (s)	285.0	290.1	13.5	10.1	1.0	0.5	26.1
Stop Del/Veh (s)	288.9	295.4	1.2	0.0	0.0	0.0	19.7

10: GW Pkwy & Tulane Dr Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	46.3	0.3	9.5	0.0	0.0	0.0	0.0	56.1
Denied Del/Veh (s)	685.5	1069.4	728.3	0.0	0.0	0.0	0.0	82.5
Total Delay (hr)	40.6	0.1	6.9	0.0	1.2	0.2	0.0	49.0
Total Del/Veh (s)	1160.7		1081.9	3.4	2.8	1.1	0.2	76.2
Stop Del/Veh (s)	1174.7		1095.8	1.5	0.0	0.0	0.0	75.0

12: GW Pkwy & Merge Tulane Morningside North Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.1	0.2	1.3
Total Del/Veh (s)	2.8	0.8	2.2
Stop Del/Veh (s)	0.0	0.0	0.0

SimTraffic Performance Report

Concept 3 AM

14: GW Pkwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.5	0.0	0.0	0.1	0.6
Total Del/Veh (s)	22.2	1.2	1.3	1.6	7.8	0.4	1.0
Stop Del/Veh (s)	21.0	0.0	0.0	0.0	6.5	0.0	0.0

16: GW Pkwy & Wellington Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.0	0.2	0.0	1.4	0.2	0.0	3.7
Total Del/Veh (s)	59.0	42.1	5.3	4.2	1.2	0.3	7.1
Stop Del/Veh (s)	57.9	42.0	1.5	0.0	0.0	0.0	4.0

17: GW Pkwy & Collingwood Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	SEL	SET	SER	NWL	NWT	NWR	All
Denied Delay (hr)	22.1	0.2	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.9
Denied Del/Veh (s)	227.3	398.2	208.9	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	44.5
Total Delay (hr)	41.0	0.3	1.1	0.0	0.0	0.0	0.2	0.0	0.0	0.7	0.0	43.3
Total Del/Veh (s)	487.3	522.2	476.4	18.3	22.6	7.3	2.0	0.5	2.7	2.5	0.5	86.3
Stop Del/Veh (s)	505.4	542.4	495.5	16.7	20.3	5.5	0.0	0.0	2.2	0.0	0.0	87.6

25: GW Pkwy & Waynewood Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	0.1	0.0	0.6	0.1	0.0	1.5
Total Del/Veh (s)	18.1	12.1	3.0	2.6	1.0	0.0	3.8
Stop Del/Veh (s)	15.8	11.4	0.9	0.0	0.0	0.0	1.7

27: GW Pkwy & Vernon View Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.2	0.2	0.0
Total Delay (hr)	0.2	0.7	0.3	0.0	0.2	0.3	1.7
Total Del/Veh (s)	4.9	3.0	2.9	1.5	16.1	7.9	3.9
Stop Del/Veh (s)	1.4	0.0	0.0	0.0	13.2	6.7	1.0

SimTraffic Performance Report

Concept 3 AM

28: GW Pkwy Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.4	0.9	1.3	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2
Total Delay (hr)	0.0	0.9	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Total Del/Veh (s)	5.2	3.5	1.7	5.1	1.7	0.1	14.0	12.4	8.2	16.2	13.1	8.2
Stop Del/Veh (s)	1.7	0.0	0.0	3.4	0.0	0.0	12.4	10.0	8.5	14.0	9.8	7.7

28: GW Pkwy Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	1.6
Total Del/Veh (s)	3.6
Stop Del/Veh (s)	0.9

43: GW Pkwy & Merge Belle Haven View North Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.3	0.4	0.7
Total Del/Veh (s)	0.6	2.0	1.1
Stop Del/Veh (s)	0.0	0.9	0.3

45: GW Pkwy & Merge Belle Haven View South Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.9	0.1	1.0
Total Del/Veh (s)	2.0	0.6	1.5
Stop Del/Veh (s)	0.0	0.0	0.0

51: GW Pkwy & Belle View Tulane North Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	2.7	0.5	3.2
Total Del/Veh (s)	6.3	2.7	5.2
Stop Del/Veh (s)	0.0	1.8	0.6

SimTraffic Performance Report

Concept 3 AM

54: GW Pkwy & Belle View Tulane South Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.6	0.5	1.2
Total Del/Veh (s)	1.5	2.7	1.9
Stop Del/Veh (s)	0.0	0.0	0.0

56: GW Pkwy & Merge Tulane Morningside South Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.7	1.2	1.9
Total Del/Veh (s)	1.7	6.2	3.1
Stop Del/Veh (s)	0.1	0.0	0.0

Total Zone Performance

Denied Delay (hr)	79.4
Denied Del/Veh (s)	81.0
Total Delay (hr)	169.4
Total Del/Veh (s)	1428.6
Stop Del/Veh (s)	1228.2

Queuing and Blocking Report

Concept 3 AM

Intersection: 3: GW Pkwy & Belle Haven Rd

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	L	T	T
Maximum Queue (ft)	197	149	97	6	2
Average Queue (ft)	73	12	46	0	0
95th Queue (ft)	150	75	79	4	2
Link Distance (ft)	3020			2444	2444
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150	450		
Storage Blk Time (%)	3	0			
Queuing Penalty (veh)	3	0			

Intersection: 6: GW Pkwy & Belle View Blvd

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	1541	37
Average Queue (ft)	844	16
95th Queue (ft)	1673	42
Link Distance (ft)	1770	
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		450
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: GW Pkwy & Morningside Ln

Movement	EB	NB	SB
Directions Served	LR	L	R
Maximum Queue (ft)	582	11	4
Average Queue (ft)	314	0	0
95th Queue (ft)	702	6	3
Link Distance (ft)	1156		
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)		450	300
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Concept 3 AM

Intersection: 10: GW Pkwy & Tulane Dr

Movement	EB	NB
Directions Served	LTR	L
Maximum Queue (ft)	1263	25
Average Queue (ft)	1086	3
95th Queue (ft)	1582	16
Link Distance (ft)	1226	
Upstream Blk Time (%)	72	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		400
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: GW Pkwy & Merge Tulane Morningside North

Movement		
Directions Served		
Maximum Queue (ft)		
Average Queue (ft)		
95th Queue (ft)		
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: GW Pkwy

Movement	WB	SB
Directions Served	L	L
Maximum Queue (ft)	18	18
Average Queue (ft)	1	1
95th Queue (ft)	7	8
Link Distance (ft)	740	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Concept 3 AM

Intersection: 16: GW Pkwy & Wellington Rd

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	206	14
Average Queue (ft)	92	1
95th Queue (ft)	182	7
Link Distance (ft)	974	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		450
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: GW Pkwy & Collingwood Rd

Movement	EB	WB	SE	SE	SE	NW	NW
Directions Served	LTR	LTR	L	T	R	L	R
Maximum Queue (ft)	1272	26	32	3	2	8	2
Average Queue (ft)	1038	2	5	0	0	0	0
95th Queue (ft)	1559	14	21	2	2	3	2
Link Distance (ft)	1222	464		936	936	454	
Upstream Blk Time (%)	62						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)			230			300	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 25: GW Pkwy & Waynewood Blvd

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	124	26
Average Queue (ft)	56	3
95th Queue (ft)	103	16
Link Distance (ft)	2219	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		450
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Concept 3 AM

Intersection: 27: GW Pkwy & Vernon View Dr

Movement	EB	WB	SB
Directions Served	L	R	LR
Maximum Queue (ft)	65	2	115
Average Queue (ft)	20	0	54
95th Queue (ft)	52	2	95
Link Distance (ft)			2201
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	450	375	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 28: GW Pkwy

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	35	23	28	113
Average Queue (ft)	8	2	5	40
95th Queue (ft)	29	12	20	80
Link Distance (ft)			296	1517
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	325	375		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 43: GW Pkwy & Merge Belle Haven View North

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	11	12
Average Queue (ft)	0	0
95th Queue (ft)	7	7
Link Distance (ft)	519	519
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Concept 3 AM

Intersection: 45: GW Pkwy & Merge Belle Haven View South

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 51: GW Pkwy & Belle View Tulane North

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 54: GW Pkwy & Belle View Tulane South

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report

Concept 3 AM

Intersection: 56: GW Pkwy & Merge Tulane Morningside South

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Zone Summary

Zone wide Queuing Penalty: 3

SimTraffic Performance Report

Concept 3 PM

3: GW Pkwy & Belle Haven Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	250.3	43.3	293.6
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	440.6	444.4	301.2
Total Delay (hr)	11.3	8.2	0.8	0.2	211.9	20.8	253.1
Total Del/Veh (s)	409.7	230.0	15.4	1.0	486.2	286.3	308.4
Stop Del/Veh (s)	414.7	231.6	12.8	0.0	509.5	269.6	319.2

6: GW Pkwy & Belle View Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.2	0.2	0.0	0.0	0.0	0.0	0.5
Denied Del/Veh (s)	8.6	9.2	0.0	0.0	0.0	0.0	0.7
Total Delay (hr)	17.1	14.7	0.2	0.4	0.4	0.2	33.1
Total Del/Veh (s)	580.1	558.7	8.3	1.7	1.4	2.7	46.5
Stop Del/Veh (s)	591.5	570.1	5.6	0.0	0.0	0.1	45.8

8: GW Pkwy & Morningside Ln Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.6	0.0	0.0	1.8	0.3	0.1	2.7
Total Del/Veh (s)	20.3	13.4	15.3	8.4	1.2	0.9	4.9
Stop Del/Veh (s)	18.6	12.8	4.7	0.0	0.0	0.0	1.0

10: GW Pkwy & Tulane Dr Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.3	0.0	0.1	0.0	0.5	0.4	0.0	2.4
Total Del/Veh (s)	45.1	37.6	27.6	6.5	2.2	1.4	0.4	3.9
Stop Del/Veh (s)	43.2	34.4	27.3	5.1	0.0	0.0	0.0	2.3

12: GW Pkwy & Merge Tulane Morningside North Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.5	0.3	0.8
Total Del/Veh (s)	2.1	1.1	1.5
Stop Del/Veh (s)	0.0	0.0	0.0

SimTraffic Performance Report

Concept 3 PM

14: GW Pkwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.3	0.0	0.0	0.2	0.6
Total Del/Veh (s)	73.2	1.3	1.0	1.5	5.2	0.6	1.0
Stop Del/Veh (s)	71.4	0.0	0.0	0.0	3.5	0.0	0.2

16: GW Pkwy & Wellington Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.6	0.2	0.0	1.0
Total Del/Veh (s)	13.3	8.6	6.6	3.1	1.1	0.5	2.4
Stop Del/Veh (s)	11.6	8.0	3.8	0.0	0.0	0.0	0.4

17: GW Pkwy & Collingwood Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	SEL	SET	SER	NWL	NWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.8
Total Del/Veh (s)	13.1	7.1	7.9	8.5	4.6	1.9	1.5	0.8	2.8	1.3	2.0
Stop Del/Veh (s)	11.0	4.2	7.2	7.0	4.8	0.9	0.0	0.0	2.2	0.0	0.7

25: GW Pkwy & Waynewood Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.3	0.1	0.0	0.6
Total Del/Veh (s)	10.1	5.5	3.6	1.8	0.9	0.1	1.6
Stop Del/Veh (s)	8.2	5.2	1.9	0.0	0.0	0.0	0.3

27: GW Pkwy & Vernon View Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Delay (hr)	0.2	0.4	0.4	0.0	0.0	0.3	1.3
Total Del/Veh (s)	5.4	2.4	3.0	1.7	13.7	7.3	3.4
Stop Del/Veh (s)	2.1	0.0	0.0	0.0	11.5	6.2	0.8

SimTraffic Performance Report

Concept 3 PM

28: GW Pkwy Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.4	0.7	1.4	0.0	0.0	0.0	0.1	0.2	0.1	0.1	0.1	0.1
Total Delay (hr)	0.1	0.6	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.4	2.9	2.4	3.6	1.8	0.1	11.4	13.7	5.5	15.8	12.9	5.7
Stop Del/Veh (s)	2.2	0.0	0.0	2.0	0.0	0.0	9.9	9.9	5.5	13.5	9.7	5.6

28: GW Pkwy Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	1.2
Total Del/Veh (s)	2.8
Stop Del/Veh (s)	0.5

43: GW Pkwy & Merge Belle Haven View North Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.2	0.2
Denied Del/Veh (s)	0.0	0.5	0.3
Total Delay (hr)	0.1	37.0	37.1
Total Del/Veh (s)	0.5	90.1	56.3
Stop Del/Veh (s)	0.0	95.0	59.2

45: GW Pkwy & Merge Belle Haven View South Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.4	0.3	0.7
Total Del/Veh (s)	1.4	0.8	1.0
Stop Del/Veh (s)	0.1	0.0	0.0

51: GW Pkwy & Belle View Tulane North Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.4	1.7	3.1
Total Del/Veh (s)	5.4	5.2	5.3
Stop Del/Veh (s)	0.0	3.9	2.2

SimTraffic Performance Report

Concept 3 PM

54: GW Pkwy & Belle View Tulane South Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.3	1.2	1.5
Total Del/Veh (s)	1.3	3.5	2.5
Stop Del/Veh (s)	0.1	0.0	0.0

56: GW Pkwy & Merge Tulane Morningside South Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.3	2.4	2.7
Total Del/Veh (s)	1.1	7.6	4.9
Stop Del/Veh (s)	0.1	0.0	0.0

Total Zone Performance

Denied Delay (hr)	294.5
Denied Del/Veh (s)	248.1
Total Delay (hr)	344.8
Total Del/Veh (s)	2065.6
Stop Del/Veh (s)	2024.7

Queuing and Blocking Report

Concept 3 PM

Intersection: 3: GW Pkwy & Belle Haven Rd

Movement	EB	EB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	1049	175	129	2493	2495	2499
Average Queue (ft)	502	93	63	2374	2372	2332
95th Queue (ft)	1401	228	108	2826	2821	2985
Link Distance (ft)	3020			2444	2444	2444
Upstream Blk Time (%)				81	84	79
Queuing Penalty (veh)				0	0	0
Storage Bay Dist (ft)		150	450			
Storage Blk Time (%)	59	2				
Queuing Penalty (veh)	74	2				

Intersection: 6: GW Pkwy & Belle View Blvd

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	R
Maximum Queue (ft)	1392	79	12	31
Average Queue (ft)	797	36	1	1
95th Queue (ft)	1551	67	8	21
Link Distance (ft)	1770		524	
Upstream Blk Time (%)	4			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		450		450
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: GW Pkwy & Morningside Ln

Movement	EB	NB	SB
Directions Served	LR	L	R
Maximum Queue (ft)	115	27	4
Average Queue (ft)	51	2	0
95th Queue (ft)	93	15	3
Link Distance (ft)	1156		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		450	300
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Concept 3 PM

Intersection: 10: GW Pkwy & Tulane Dr

Movement	EB	NB	SB	SB
Directions Served	LTR	L	T	R
Maximum Queue (ft)	172	38	4	12
Average Queue (ft)	66	9	0	1
95th Queue (ft)	136	30	5	6
Link Distance (ft)	1226		537	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		400		450
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: GW Pkwy & Merge Tulane Morningside North

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 14: GW Pkwy

Movement	WB	SB
Directions Served	L	L
Maximum Queue (ft)	46	24
Average Queue (ft)	8	2
95th Queue (ft)	30	13
Link Distance (ft)	740	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Concept 3 PM

Intersection: 16: GW Pkwy & Wellington Rd

Movement	EB	NB	SB
Directions Served	LR	L	R
Maximum Queue (ft)	75	28	2
Average Queue (ft)	33	2	0
95th Queue (ft)	62	13	2
Link Distance (ft)	974		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		450	400
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: GW Pkwy & Collingwood Rd

Movement	EB	WB	SE	SE	NW
Directions Served	LTR	LTR	L	R	L
Maximum Queue (ft)	91	24	8	10	20
Average Queue (ft)	36	3	1	1	3
95th Queue (ft)	69	15	6	6	14
Link Distance (ft)	1222	464		936	454
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			230		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 25: GW Pkwy & Waynewood Blvd

Movement	EB	NB	SB
Directions Served	LR	L	R
Maximum Queue (ft)	60	30	2
Average Queue (ft)	22	4	0
95th Queue (ft)	46	19	2
Link Distance (ft)	2219		416
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		450	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Concept 3 PM

Intersection: 27: GW Pkwy & Vernon View Dr

Movement	EB	WB	SB
Directions Served	L	R	LR
Maximum Queue (ft)	76	4	110
Average Queue (ft)	24	0	45
95th Queue (ft)	57	3	80
Link Distance (ft)		2201	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	450	375	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 28: GW Pkwy

Movement	EB	WB	WB	WB	NB	SB
Directions Served	L	L	T	R	LTR	LTR
Maximum Queue (ft)	62	28	4	4	37	57
Average Queue (ft)	19	2	0	0	14	26
95th Queue (ft)	48	14	3	3	35	46
Link Distance (ft)			718	718	296	1517
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	325	375				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 43: GW Pkwy & Merge Belle Haven View North

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	545	592
Average Queue (ft)	522	563
95th Queue (ft)	533	602
Link Distance (ft)	519	519
Upstream Blk Time (%)	10	36
Queuing Penalty (veh)	111	392
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Concept 3 PM

Intersection: 45: GW Pkwy & Merge Belle Haven View South

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 51: GW Pkwy & Belle View Tulane North

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 54: GW Pkwy & Belle View Tulane South

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report

Concept 3 PM

Intersection: 56: GW Pkwy & Merge Tulane Morningside South

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Zone Summary

Zone wide Queuing Penalty: 578